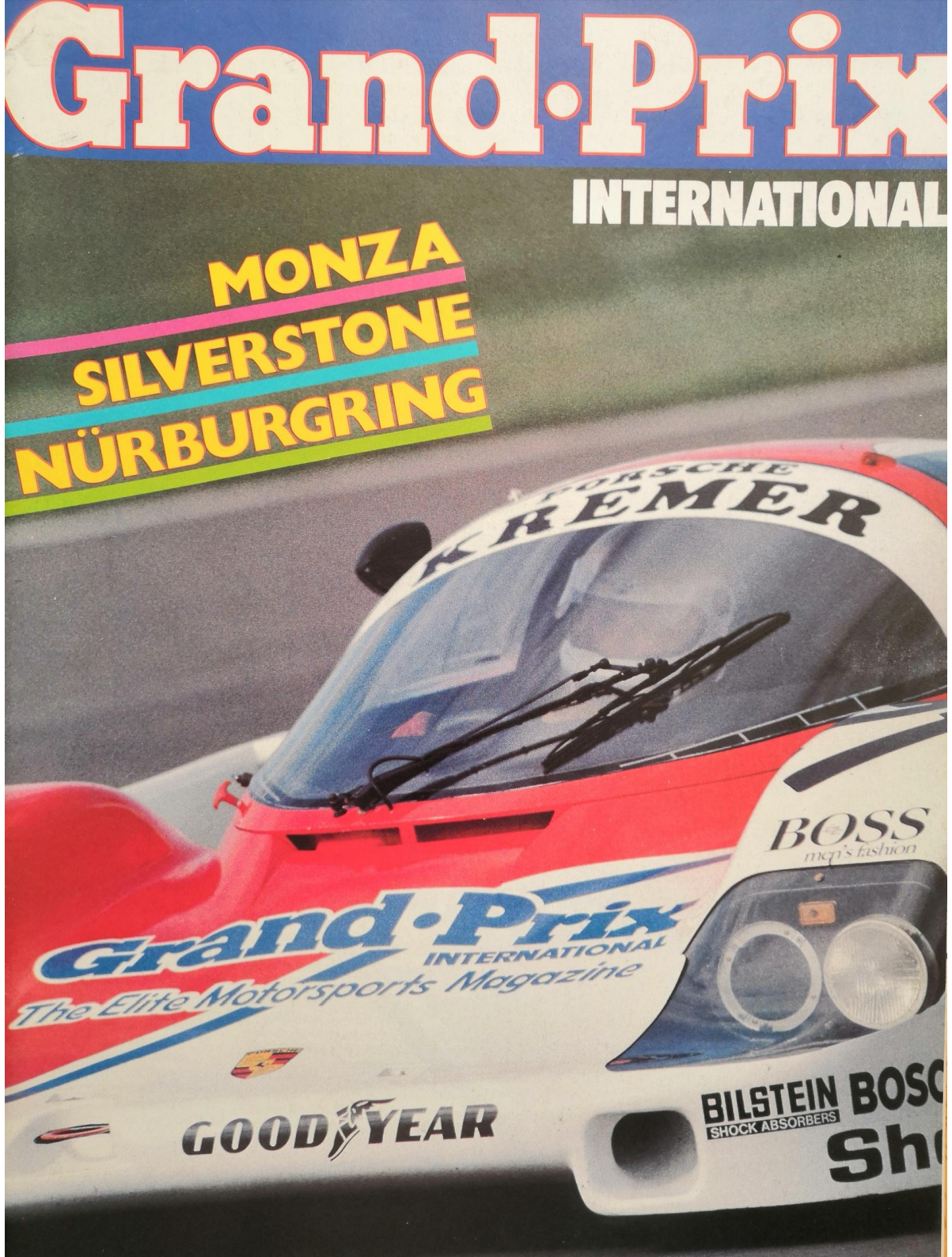
Grand·Prix

INTERNATIONAL

MONZA
SILVERSTONE
NÜRBURGRING



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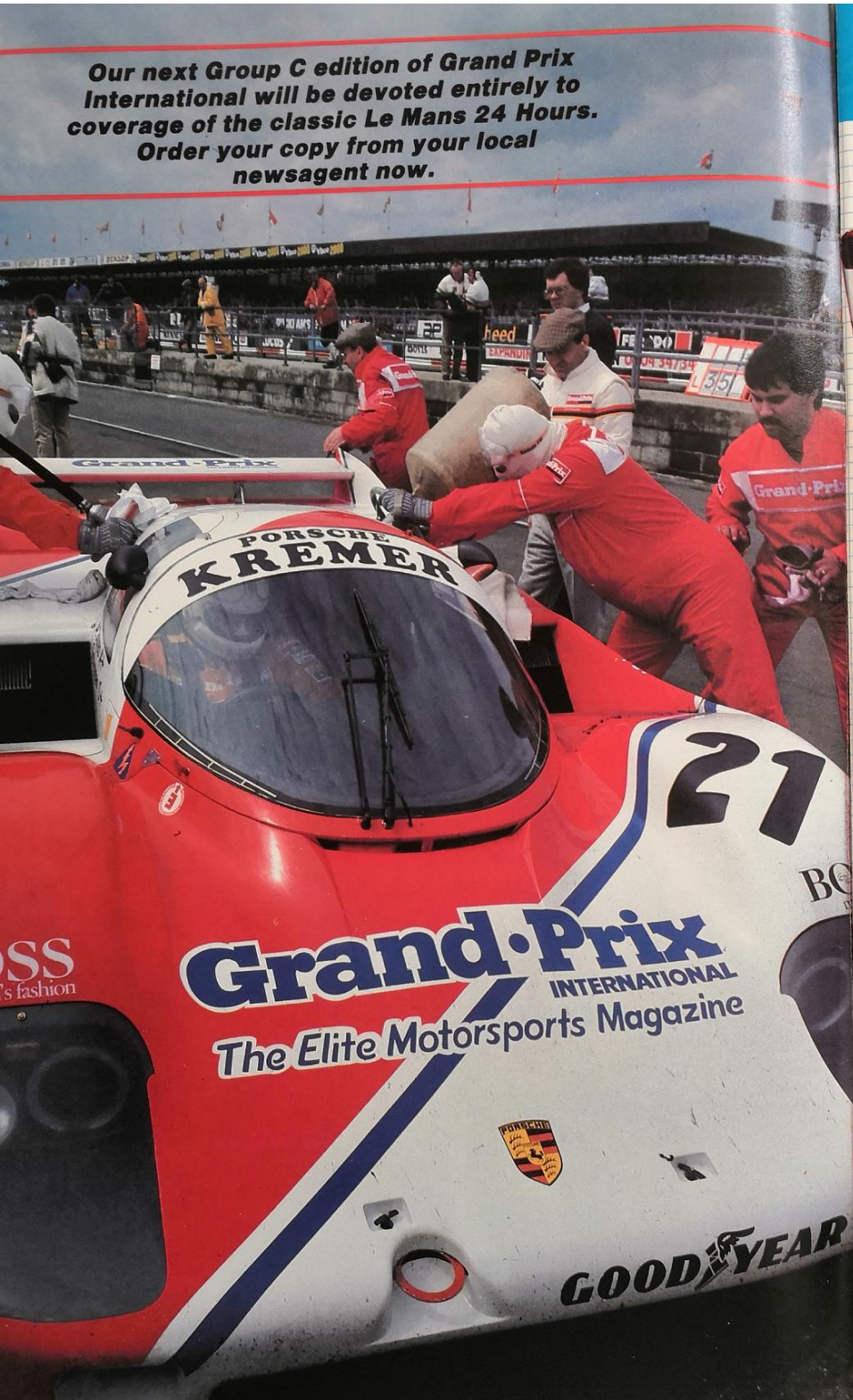

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MONZA 1 000 KMS

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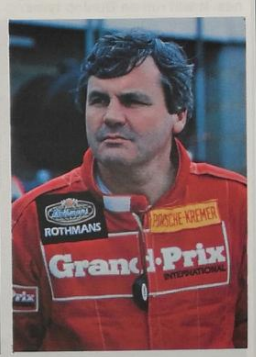

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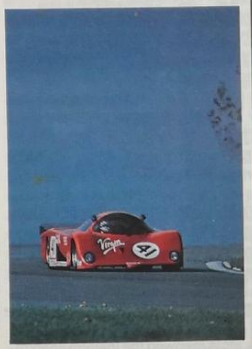

The best photos from Monza, Silverstone and the Nurburgring.

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Having conquered the market for the CART championship in the United States, March are now going for the IMSA series. To this end, they've joined forces with Porsche to beat the Lola-Chevrolets.

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THE MAN FROM STRASBOURG

He's so shy that he sometimes seems rude. But to get the most out of Bob Wollek, you have to break through that shyness so that he trusts you. Then the eyes narrow and an ironic grin breaks across his face. He's leading the World Endurance championship for Drivers. Read all about Bob Wollek.

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Alan Mann ran this Ford in 1968 and 1969. Although it was unsuccessful, it was one of the prettiest cars of its era. GPI retraces its story.

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LE MANS 24 HOURS - ENTRY DETAILS RECEIVED BY MAY 31

GROUP « C »

	Entrant	Engine	Chassis	Cyl.	Drivers
1	Rothmans Porsche	Porsche T.	Porsche 956	3708	J. Ickx-D. Bell
2	Rothmans Porsche	Porsche T.	Porsche 956	3708	A. Holbert-V. Schuppan
3	Rothmans Porsche	Porsche T.	Porsche 956	3708	J. Mass-S. Bellof
33	Rothmans Porsche	Porsche T.	Porsche 956	3708	X...X...
11	John Fitzpatrick Racing	Porsche T.	Porsche 956	3708	J. Fitzpatrick-D. Hobbs-D. Quester
16	John Fitzpatrick Racing	Porsche T.	Porsche 956	3708	G. Edwards-R. Keegan
14	Canon Racing	Porsche T.	Porsche 956	3708	J. Palmer-J. Lammers-R. Lloyd
18	Obermaier Racing	Porsche T.	Porsche 956	3708	J. Lassig-A. Plankenhorn
47	Thunderbird Swap Shop/P. Henn	Porsche T.	Porsche 956	3708	P. Henn-Cl. Ballot-Lena-J.L. Schlesser
8	Sorga S.A.	Porsche T.	Porsche 956	3708	B. Wollek-S. Johansson
12	Sorga S.A.	Porsche T.	Porsche 956	4000	C. Schickentanz-V. Merl-M. de Narvaez
21	Porsche Kremer Racing	Porsche T.	Porsche KR.CK5	4000	M. Andretti-M. Andretti-P. Alliot
22	Porsche Kremer Racing	Porsche T.	Porsche KR.CK5	3920	A. Jones-F. Jelinski-P. Gaillard
42	Richard Cleare	Porsche T.	Porsche KR.CK5	3920	R. Cleare-T. Dron
13	Joest Racing-Belga Team	Porsche T.	Porsche 936 J	3349	J.M. et Ph. Martin-M. Duez
24	Ford concessionnaires	Ford T.	Rondeau M. 482	5537	H. Pescarolo-T. Boutsen
25	Ford concessionnaires France	Ford	Rondeau M. 482	3955	J.P. Jaussaud-Ph. Streiff
26	Ford concessionnaires France	Ford	Rondeau M. 482	3955	J. Rondeau-A. Ferté
72	Jean Rondeau	Ford	Rondeau M. 382	3299	X. Lapeyre-D. Snobeck-A. Cudini
28	Jean Rondeau	Ford	Rondeau M. 379	2998	V. Elford-C. Verney-X.
29	Christian Bussi	Ford	Rondeau M. 382	3299	Ch. Bussi-P. Wiltmeur-J.P. Libert
30	Primagaz	Ford	Rondeau M. 382	3299	P. Yver-L. Guitteny
13	Primagaz	Ford	Cougar C 01	3299	Y. Courage-M. Dubois-A. de Cadenet
20	Cooke Racing	Ford	Lola T.610	3955	R. Cooke-J. Adams
35	Brun Motorsport GmbH	BMW T.	SHS	4596	H.J. Stuck-W. Brun
36	Brun Motorsport GmbH	Ford	SHS	3953	J. Villeneuve-L. Heimrath-X
37	Brun Motorsport GmbH	Porsche T.	SHS	3953	H. Gröhs-X
17	Tiga Racing Services Ltd	Chevrolet	Tiga GC 83	5000	N. Crang-H. Ganley
34	Cheetah Car	Ford	Cheetah G 603	3955	L. Kessel-L. Ferrier-F. Vetsch
38	Dome Japan	Ford	Dome C	3299	Ch. Craft-N. Mason
43	Peer Racing	Ford	Ford C 100	3955	M. Birrane-D. Kennedy
41	Emka Productions Ltd	Aston-Martin	Emka	5340	S. O'Rourke-N. Faure
35	Viscount Downe/Pace Petroleum	Aston-Martin	Nimrod	5340	R. Mallock-M. Salmon-M. Earle
48	Grid Motor Racing Ltd	Porsche T.	Grid	4190	E. de Villota-X...
49	Grid Motor Racing Ltd	Aston-Martin	Grid	3299	T. Sneva-X...
9	Secateva	Peugeot T.	WM	3988	R. Dorchy-M. Pignard
10	Secateva	Peugeot T.	WM	3988	J.D. Raulet-J.L. Bousquet
46	Sauber Racing Switzerland	BMW	Sauber M 88	3497	T. Garcia-A. Naon-D. Montoya
54	Valentin Bertapelle	BMW	URD C 81	3497	V. Bertapelle-M. Gabriel
50	N.A.R.T.	Ferrari	Ferrari 512 BB-C	4992	X...X...
4	Martini Racing	Lancia T.	Lancia LC 2/83	3631	H. Heyer-A. Nannini
5	Martini Racing	Lancia T.	Lancia LC 2/83	3631	M. Alboreto-T. Fabi
6	Martini Racing	Lancia T.	Lancia LC 2/83	3631	P.C. Ghinzani-G. Gabbiani
51	Sivama Motor	Lancia T.	Lancia	1996	M. Sigala-O. Larrauri
52	Sivama Motor	Lancia T.	Lancia	1996	J. Castellano-D. Truffo
53	A.S. Ecole supérieure de tourisme	Lancia T.	Lancia	1996	T. Perrier-B. Salam

GROUP « C JUNIOR »

63	Scuderia Jolly Club	Giannini T.	Alba	2679	M. Finotto-C. Facetti
62	Manns Racing	Mazda R.	Harrier	2616	L. Blackburn-D. Palmer-R. Baker
60	Mazdaspeed	Mazda R.	Mazda 717 C	2616	Y. Katayama-Y. Terada-T. Yorino
61	Mazdaspeed	Mazda R.	Mazda 717 C	2616	P. Lovett-P. Dieudonné
64	Hubert Striebig	BMW	Sthemo	2999	H. Striebig-J. Heuclin
65	François Duret	Ford	De Cadenet-Lola	2995	M. Wilds-F. Duret-I. Harrower

GROUP « B »

97	Raymond Boutinaud	Porsche	Porsche 928 S	4700	P. Gonin-R. Boutinaud-A. Le Page
93	Charles Ivey Racing	Porsche T.	Porsche 930	4618	J. Cooper-Smith-Ovey
94	Claude Haldi	Porsche T.	Porsche 930	4618	Cl. Haldi-Steckonig-Schiller
95	Equipe Almeras Frères	Porsche T.	Porsche 930	4618	J.M. et J. Almeras
92	Georg Memminger	Porsche T.	Porsche 930	4618	G. Memminger-H. Kuhn-Weiss
96	Michel Lateste	Porsche T.	Porsche 930	4618	M. Lateste-M. Bienvault
91	Edgar Dören	Porsche T.	Porsche 930	4190	E. Dören -X...
90	Angelo Pallavicini	BMW	BMW M1	3497	A. Pallavicini-X...

VIC RETURNS

Twelve years ago, the Nurburgring 1000 kilometers was won by Vic Elford and Gerard Larrousse. The two drivers were out of a similar mould. Both were as adept on a special stage as they were on a circuit. Indeed, while Larrousse went on to drive in Formula Two, the English driver drove in Grands Prix. When, in the mid-seventies, Elford became team manager of the Rondeau effort to win Le Mans with Inalteras, it seemed that his driving career was over. A number of projects followed the Inaltera appointment and Vic even did the odd marathon-type rally.

But at Nurburgring, 1983, here was the former three times winner, dressed in overalls again, leaning against the pit wall. *"I've decided to make a comeback,"* he explained. *"I'm hoping to do all the races from now on. I told Porsche I wanted to race again, and Jurgen Barth put me in touch with Hans-Christian Jurgensen. It's probably a good idea to drive a BMW M1 to get back into the swing of things. However, I hope to drive a 956 in the near future, and I'm hoping to do Le Mans in a Rondeau which is rather ironic."*

Vic had last driven at the 'Ring in 1972, but his return, 11 years later, was rather brief. After gearbox trouble in unofficial practice, and then a broken gearbox in the first session, the engine dropped a valve in the second session, and as his team had no spare unit, the BMW M1 had to be scratched.

GROUP C FOR SALE

Have you noticed the little logos that accompany each of the events in the World Endurance championship? They incorporate the date of the event and location, the host country's national flag, the lettering '83 World Endurance Championship, and the FISA badge. We asked Group C co-ordinator Jochen Neerpasch what this was all about. After all, FISA don't even do this for Formula One, so why the World Endurance series? He explained to us that it was part of FISA's way of selling the championship to a sponsor. This is quite a breakthrough for FISA, for they have been loathe to accept sponsorship, but Neerpasch, who is on the organising committee of the series, explained that it is FISA's way of helping the competitor. *"We want to get a sponsor who will put in money that we can pass on directly to the competitor. That way, the sponsor will also get a better championship as we hope that the increased prize money will attract more competitors."*

The scheme, it seems, has been well received. Neerpasch is hopeful that after Le Mans, a sponsor will be signed up for next year.

CHEETAH RETURNS

Chuck Graemiger's latest Cheetah recently made its debut in the unlikely setting of the Lausanne Grand Prix for old cars. This latest Group C car, constructed at Heini Mader's workshops at Gland on the shores of Lake Geneva in Switzerland, is to make its racing debut at Le Mans in the hands of Loris Kessel, the Swiss driver, and partners yet to be decided.

Graemiger in an old hand at sports car racing, having built eleven cars in the period from 1974 to 1980, after which he worked for both the Shadow F1 and the Maurer F2 teams. The new car has an aluminium honeycomb monocoque, magnesium bulkheads, a GRP and kevlar 3 piece body and wishbone suspension at the front, and rockers at the rear. It has been financed by a consortium of Swiss businessmen and will be powered by one of Mader's Cosworth DFL engines. It will run on Dunlop tyres.

MEN FOR THE LANCIAS

Although they have yet to announce specific pairings, Lancia have announced their drivers for the Le Mans 24 hour race. Missing from the line-up is Riccardo Patrese who isn't at all keen on taking part, while the late Rolf Stommelen was also intended as a team member.

The list of drivers, however, does include a wealth of talent from various formulae. Michele Alboreto and Piercarlo Ghinzani are amongst the regular Lancia drivers, as is Teo Fabi who will be taking part, fresh from setting the fastest time ever around the Indianapolis Motor Speedway. Lancia's other three drivers are more 'occasional.' They include Hans Heyer who used to drive a Lancia in the World championship and German Rennsportmeisterschaft but who has driven both the Boss and New Man Porsches in this year's World Endurance championship.

From Formula Two come Beppe Gabbiani and Alessandro Nannini. Gabbiani has won four F2 races so far this year and has driven in the Lancia team before, but Nannini who drives a Minardi in F2 drove a Lancia once at Mugello last year, although he has ralliied a Lancia Stratos.

GPI AT LE MANS

We were so pleased and excited by our involvment with the Silverstone 1 000 kilometer race that we've decided to extend our involvment to include the classic Le Mans 24 hours, although it will be on a slightly different basis to Silverstone but still with the help of the Kremer brothers, Erwin and Manfred, from Cologne.

The German team will be entering two cars in the Le Mans classic: — the first will be the long tailed 956 which our men, Jones and Schuppan drove at Silverstone but will be shared at Le Mans by the Andretti family, father Mario and son Michael, plus Formula Two driver Philippe Alliot,

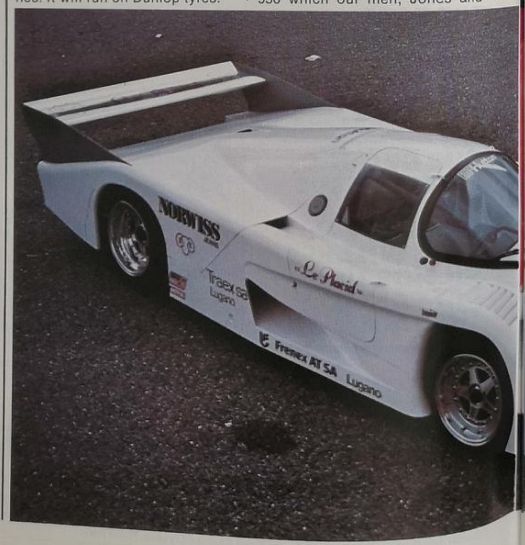
— the second car is a brand new CK5, developed from the CK5 which the Kremer brothers sold to Ricard Cleare at the beginning of the season. Former Formula Two driver Frank Jelinski has been testing the new car over the last few weeks.

This latter car carries the hopes of the Kremer brothers because it has a bigger engine than the 956s, yet is also economical. It attracted our attention too, and it is this car which will carry our colours at Le Mans. But we've also managed to retain the services of our rapid columnist, Alan Jones, for his Le Mans debut, while ex-Formula One driver, Patrick Gaillard, will also be on the driving strength, backing up Kremer's regular driver, Jelinski.

The ink on the contract was still wet when we went to press, so we missed the first outing of the CK5 in our colours, which was due to take place at Zolder on June 2, two days after this issued closed for press. So sadly, we have been unable to carry a picture of what is sure to be a spectacular car from the Kremers, but of course, it will be fully pictured in our special Le Mans issue which is due to appear just a few days after the chequered flag falls in the Sarthe.

JUNIOR C INTEREST?

Interest in Junior Group C is currently limited, but we do hear of an interesting new team taking shape in England. It's been common knowledge for some time that Lola have been building a Mazda-engined Group C car. Now, we hear that it is likely to be a three car team which will take part in next year's World Endurance Championship with support from and using B. F. Goodrich tyres. That, at least, will give Junior C the boost it requires.



INCEST: GOOD RACING

Jean-Marie Balestre and FISA are very much hoping that this year it will be a success. Now in its second year, the revamped World Endurance championship is still not the great success it might be in the future, but it is certainly no bore, even if, once again, the title will almost certainly go to Porsche.

When FISA introduced the Group 5 'Silhouette' championship, some said that FISA had succumbed to the wishes of the German firm whose 935s went on to win races throughout the world, almost unopposed. But it would be wrong to accuse FISA of being manipulated in the chosing of the Group C regulations. The formula has opened up endurance racing to a wide variety of manufacturers. Unfortunately, some of them have fallen by the wayside for reasons unrelated to the championship. Rondeau, for example, have suffered financial troubles which have prevented them from doing more than Le Mans. Lola and March have, temporarily we hope, taken a back seat, while Ford provided the major shock by pulling out of the series altogether right at the last minute. A variety of problems have temporarily held up the Ferrari-engined Lancia project, which has seen Porsches take full advantage of only Stuttgart-originating opposition to win the first three races. At Monza, Silverstone and the Nurburgring, the German constructor reaped maximum points, but spectators did have an incestuous, one-make battle to keep them interested, as private teams using Porsches tried hard to beat the works Porsche team, and the factory tried hard to maintain its image as being the best team in endurance racing.

But this incestuous form of racing isn't entirely without its advantages. Some of the closest racing is to be found in one-make championships, such as Formula Ford, where only the driver's talent swings the balance, providing, of course (rather optimistically) that everyone has the same means available to them. But that is why this year's championship holds considerable interest, even if it is dominated by Porsche. On the one hand, there are drivers of the stature of Jacky Ickx, Jochen Mass, Derek Bell and Bob Wollek, while on the other, the young lions such as Stefan Johansson and Stefan Bellof are trying to prove that these kings of endurance racing are really past it. And added to this confrontation, there is another: the entry of two World Champions to the fray: Alan Jones at Silverstone, Keke Rosberg at Nurburgring. After the first three races, and on the eve of Le Mans, one can honestly say that these events have been lively and exciting, the gaps between competitors close and the result in question to the end.

It has often been said that two cars are enough to make a race. We would go so far as to say that a bunch of Porsche 956s also makes a race. But should anyone think that we are losing heart in the championship, we would confirm that we think it will succeed, and we are right behind it. And should anyone doubt that, they only have to look at Silverstone where we sponsored the race, and provided a top car with top drivers. Spending money for no reason and extending our efforts without gain has never been our strong point, so it is clear that we are sincere in our aims.

Didier Braillon

ROLF STOMMELEN

JULY 11 1943 - APRIL 24 1983

He died a long way from home. Born in Germany, Rolf Stommelen died under a clear blue Californian sky. It was at Riverside, during the fifth round of IMSA's Camel GT championship, that the rear wing of the John Fitzpatrick Racing Porsche 935 which he was sharing with Derek Bell, parted company with the car in the long lefthander before the pits. The car thumped into a retaining barrier, rolled a number of times, and caught fire. The driver died of a cardiac arrest. He had been one of the fastest sports car drivers of his era, mainly in Porsches, despite a brief spell with Alfa Romeo.

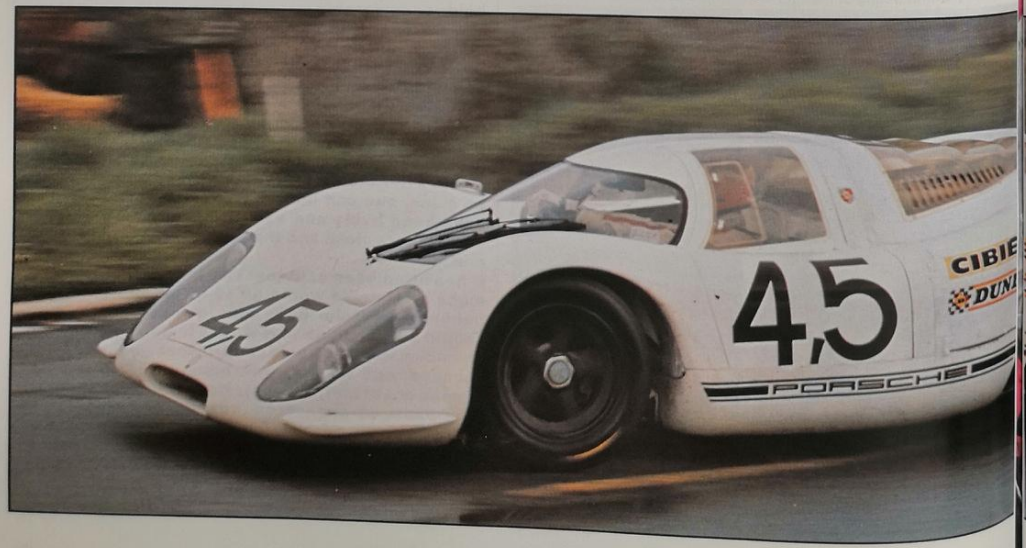
He became a long distance specialist, but had also driven in Formula Two and later tried to make a name for himself in Formula One, but his machinery was never competitive. He took part in 53 Grands Prix between 1970 and 1978 in such cars as Brabham, Surtees, Eifelland-March, Lola, Hesketh and Arrows, but he only scored 14 World Championship points.

A mild mannered man, he might even be called shy and certainly reserved, but few people knew of his sharp sense of humour and his lively character among friends. As a driver, he was one of a line of German drivers who have proved that they have little fear but plenty of raw talent; the style that Manfred Winkelhock is demonstrating these days. He may have been conscious of the dangers of motor racing, but at Le Mans in 1969, he made history. That year, Porsche turned up with their incredible 917 Sport, fitted with a flat 12, 4500cc engine developing 650 bhp. In order to get the thing to stay on the ground and handle, the factory engineers had adapted an idea first used on the three litre 908s. This comprised linking the rear suspensions to a little flap at either end of the rear wing.

When there was too much load on the outside rear wheel, the flap would give a little lift, while balancing the download would be the other flap which would incline to give downforce on the interior rear wheel.

However, because the Formula One boys had gone over the top with phenomenal wings at front and rear of the cars, which had then detached themselves causing considerable accidents, the CSI (the FISA of those days) had decided to ban all moveable wings. This had been a sudden decision, implemented on the second day of practice for the Monaco GP. The Le Mans organisers took up the rule for the 24 hour race a few weeks later, much to the annoyance of Porsche who screamed blue murder: without their moveable flaps, the 917s would be undriveable. To prove the fact, Rolf Stommelen was sent back out onto the track with his flaps blocked, after he'd set pole position. It was an incredible sight. Rolf struggled with the ungainly monster, trying to keep it on the road, adding a certain amount of his own talent to the spectacle even though it was an utter pig to drive. The Le Mans organisers, however, were convinced. If these things had their flaps, immobilised, there could well be a nasty accident. The 917s were freed of restriction; only the 908s would have to have their flaps fixed in position.

This episode epitomised Rolf Stommelen's career. He was fearless yet modest and was finally victim of an extraordinary coincidence. It should have been Jochen Mass who drove Fitz's Moby Dick at Riverside, but Jochen wanted to see his family in South Africa, so Rolf Stommelen had replaced him...



The 917 which Rolf Stommelen tamed, here at Le Mans in 1969 while Rolf was trying to set pole position. It is fitted with the moveable flaps at either end of the rear wing. (photo: DPPI)

April 24 1983, Riverside. In the long left before the pits, Rolf Stommelen's Porsche 935 left the track, thrown off balance by losing its rear wing. It thumped into a barrier, rolled a number of times, and caught fire. In the accident, Rolf lost his life. (photos: R. Leffingwell).

A TEMPORARY SETBACK

It hasn't been the best start to the season for Lancia. Problems with tyres, later with the engine and at Nurburging with differentials have made for an unhappy start to the year. But Cesare Fiorio, the omnipresent Lancia competitions manager, is optimistic for the future. When the second half of the season gets under way at Spa in September, he expects to be giving the Porsches a good run for their money.

by Bob Constanduros

Nurburgring was a pretty unpleasant place to be. Steeped in history it may be, the ultimate challenge for any racing driver possibly, but the sort of place you'd chose to go sunbathing: never! The wind swept in straight from Belgium, bringing cold rain with it, chilling body and bone. Not the sort of place a hot-blooded Latin choses to race. But Cesare Fiorio had to be there, even if he was due to jet straight to Greece the evening after the race to run the works Lancia Rallyes in the Acropolis Rally. From one World Championship to another; from a competitions programme still very much in its infancy and suffering more than its fair share of teething troubles, to one which was ticking over nicely, reaping valuable wins here and there. It wasn't surprising that he was looking forward to picking up his Acropolis suitcase and leaving behind his Nurburgring case, if only because one was full of cold weather gear, more suited to the Monte Carlo rally, while the other was somewhat lighter, full of scantier, sun-orientated clothing.

For the last three years, few competitions managers can have been as busy as Fiorio. While the Lancia Rallyes have been developed, the racing side first of all built up the Lancia Beta Monte Carlo turbos for Group 5 racing, then the Lancia Martini LC1s for Group 6 last year, and finally the LC2s for this year's Group C World Endurance series. Despite the relative youth of the first two models, they brought Lancia wins during the season. Meanwhile, Porsche were developing their new 956 against which Lancia found themselves last year with their Group 6 car.

But with the outlawing of Group 6, Lancia had to decide whether they were staying in the championship, and the first setback for the team was that decision was made relatively late in the year. It meant that Lancia were scarcely able to test at all prior to the first race at Monza. *"We did*

One might have hoped for better from the Lancia team. Even though the cars were relatively new, a squad of top class drivers and a powerful Ferrari engine might well have seen them challenging the works Porsches but for their teething troubles. Now we shall have to wait a few months before they're on top form. (photos: B. Asset)

In addition to problems usually associated with a new racing car have been tyre troubles. Low pressure, tyres rubling on the bodywork, overheating due to the turbo engine were all reasons given for these failures, but now it seems the problems have been resolved, happily before Le Mans. (photo: B. Asset)

about 300 kilometers in the wet at Fiorano." said Fiorio.

Consequently, the Martini-sponsored Lancias were virtually brand new when practice began at Monza. Within an hour of official practice, both cars had limped down the back straight with rear tyres in shreds. Although it never happened again in practice, the same thing happened in the race. Something was obviously very wrong with the Pirelli tyres that the car was using.

At first, the Pirelli men thought that it was the tyre pressures. *"We put the car on a rig, found out the loads and downforce and found that they ran better at 2 bar than 1 bar which had been used at Monza."* says Pirelli's competition tyre spokesman Nigel Wollheim.

Unfortunately, the figures that Pirelli were using didn't really correspond to the true figures, but Pirelli and Lancia went testing at Paul Ricard, doing back to back tests with Dunlop and Pirelli. *"The Dunlops exploded after three laps, and the Pirellis after five or six laps,"* continued Wollheim. *"Something was obviously very wrong, so we went to Monza to do some more testing and coated the tyres with yellow paint. When we found some of this on the bodywork, we realised what was happening. The tyres were growing - the conventional Dunlops faster than the radial Pirellis - and shredding themselves on the bodywork. So we cured that by cutting the bodywork away, but we were still getting excessive heat build-up which was contributing to exploding, so Lancia cut an air outlet in the top of the bodywork and fitted a heat shield between the turbos and the tyres. And to try and keep the temperatures down at Silverstone, we put the camber and toe-in, both of which are fairly accentuated on the Lancia for use with our tyres, back to zero. The car lost around three of four seconds in terms of lap time, but at least the tyres lasted.*

"Then we went back to Monza for more back to back tests with Dunlop, and it was then that we realised that the problems of the bodywork rubbing and heat from the turbos were actually hiding a much more serious problem. The aerodynamic/weight figures that we had been given did not correspond to reality. The car was giving much more download than Lancia had expected, so that instead of the car giving similar download to a Formula One car - and these were F1 specification tyres - it was putting a load of around 1 000 kilos per tyre. Mario Mezzanotte, our chief tyre engineer, told Fiorio that we had built the tyre according to information given, but that we now discovered that more weight was being generated than we thought, and since our tyres were built to a certain specification, they would not take the load. So Pirelli refused to give him tyres for the Nurburgring as we were worried for the safety of his drivers. Meanwhile, we got to work to produce some new tyres, and while they were ready for the Nurburgring, we wanted to test them first. We have run them on a rig at 350 kph for 48 hours, but we have a rig in Germany where we can run them at 400 kph for 48 hours."

It left Fiorio in an embarrassing position. Pirelli had refused to give him tyres, so he decided to go shopping for Dunlops. *"We were quite happy with the way the car was performing on Dunlops,"* he said at the Nurburgring, *"but the car was originally designed for a radial tyre with lots of camber. With the Dunlops, we're using a conventional tyre which has no camber, and that is not the right solution."*

But while the tyre situation should be sorted out before Le Mans, Lancia have trouble with the Ferrari engines that are used in the car. *"At Silverstone, we had a problem in the engine because there is a fault in the casting of the cylinder head. It's nothing very serious, but the engines are overheating, all the water is leaking out and we could break engines. Fortunately, we haven't broken one yet as the drivers switch off beforehand, but it is a problem. And unfortunately it's a problem that won't be resolved until July when we get a new casting."*

So as Lancia prepare the Ferrari engines for Le Mans, it is, as Fiorio says, *"a matter of chosing and hoping."* Interestingly, although they are called Ferrari engines, Ferrari only have built the other four from a kit of parts supplied by Ferrari.

But although Fiorio is not optimistic for these reasons about Le Mans, he is looking forward to the second half of the season, once he knows that his heads are right and his Pirelli tyres are capable of lasting the distance. An experienced driver in a rival team at Nurburgring took one look at the Lancias and commented: *"that's a real racing car. The 956 drivers only say how nice they are to drive because they're better and easier to drive than the 935..."*

His drivers are happy with the cars, but Fiorio has more than hearsay and compliments to go on. *"The car showed that it could lead a race at Monza, while at Silverstone, it showed that its fuel consumption is good. We stopped three laps later than the last Porsche at Silverstone, so I think we'll be good when we're ready."*

But as Fiorio was preparing himself to slip away from the chill wind of Nurburgring, a new problem reared its head in the Lancia pit. First to suffer was the brand new LC2 bought by the Mirabella team. The differential broke. And even as the works team was struggling with a recalcitrant starter, the Martini-sponsored team suffered the same set-back and was sidelined.

But even if Fiorio hasn't enjoyed his Group C racing so far this year, technically speaking he has enjoyed the challenge of Group C. *"I don't know if the public really realises that here are cars that are faster than Formula One cars, weigh 800 kilos, which is around 250 kilos more than a Formula One, and have a fuel consumption that is 25 per cent less. I find that very interesting, these machines are incredibly efficient. The technology in Group C racing is really very advanced."*

His only moan about the championship is the calendar. *"No one came to the Nurburgring. There are 50 Group C cars at Le Mans in two weeks time, and 11 at Nurburgring. I brought only one car instead of two or even three, and some people haven't come at all. Why should they when the big race of the year is so close? So it's a shame for the organiser who has a good race and faithful fans but no cars. It's the same as last year. Even Porsche didn't come last year. It's the only fault with the championship. If they could push this race to halfway through July, it would be great. They'd get everyone from Le Mans as well."*

Just for the moment, Fiorio is grabbing as much glory as he can get. *"Qualifying doesn't mean a lot, but we like to be there, as much because we may not finish, so it's good to be there at the start."* To this end, Fiorio tweaked the Lancia's boost pressure at Nurburgring for the first time. *"Michele had gone out on race tyres, with full tanks and done a 6m 40s. He said the car felt good, so then we put on the qualifiers and turned up the boost. It was the first time that we'd done it - it can only be done by engineers, not by the driver. So Michele went out, did one slow lap and then began the quick one. Down into Hatzenbach, he came across the Sehcar and couldn't get by, so he slowed down and conserved his tyres for the next flying lap. Only this time it was raining all round the circuit! That was the first time that we had put the boost up..."*

The immediate future looks uncertain, the distant future looks better for Lancia. Furthermore, Fiorio reckons that his team will do the three European Drivers Championship races at Imola, Mugello and Brands Hatch, which will lend much needed kudos to that series. He's looking forward to getting his car running well, so that he can sell more cars. *"We've sold one car to the Mirabella team and we lent them Piercarlo Ghinzani for a race to make sure they got the right set-up. But if somebody wants another car, we shall sell them one. I think people are just waiting to see how we go."*

Fiorio is waiting as well. While Le Mans is not his favourite race, and his chances look slim there this year, everything should come good during the two month gap before Spa. *"We'll come,"* he mused. *"We'll be there; fairly soon."* So there is light at the end of Lancia's tunnel, and it doesn't consist solely of the sun shining on Lancia's rally team... □

MONZA 1000 KMS

Only a stone's throw from the great city of Milan, noted for its artistic traditions, Bob Wollek and Thierry Boutsen created a stir. Their Porsche 956, entered by privateer Reinhold Jöst, beat the factory cars. (photos: B. Asset and DPPI)

Italy in April: thankfully a more hospitable place than at the Grand Prix in September. The stuffy Milan smog hadn't yet gathered over Monza. Sweaters and overcoats were still being worn, it was still reasonably cool and overcast when the paddock began to fill for the first round of the 1983 World Endurance championship.

This first round would also be the first run only for cars eligible under the latest FISA rules. Strictly speaking, this meant Group C, Junior Group C and Group B. There was a worrying prospect: would there be enough entries to hold the crowd's attention throughout 1000 kilometers, 173 laps? In case the answer should be No, the organisers decided to run a Group 6 race over 14 laps within the World Endurance event. Those who wished to carry on and do the 1000 kilometers could do so. In the event, only the Martino Finotto/Carlo Facetti Carma did so, and this is a car about to be converted to Junior Group C anyway.

In fact the organisers had little reason to worry. The entry for this first round of the series was a little thin with 19 eligible cars taking part in practice, but generally those cars looked strong. The 12 cars in Group C were easily divided into eight Porsches and four Lancias. Of the latter, two were the Ferrari-engined models which had done only 900kms of testing, two thirds of it in the rain. Piercario Ghinzani/Teo Fabi and Riccardo Patrese/Michele Alboreto were the drivers of the Martini-sponsored cars. The other two Lancias were last year's Group 6 cars modified to Group C regulations by Dall'Ara and Bellasi, and run by the Novara-based Sivama team for Duilio Truffo/Roby Sigala (standing in for brother Massimo) and Luigi Moreschi/Joe Castellano.

Of the Porsches, all but one were 956s. There were two Rothmans works cars for Jacky Ickx/Jochen Mass and Derek Bell/Al Holbert (standing in for Stefan Bellof). These were lighter (worth a second a lap, said some), with different nose-sections giving more downforce and electronic fuel injection.

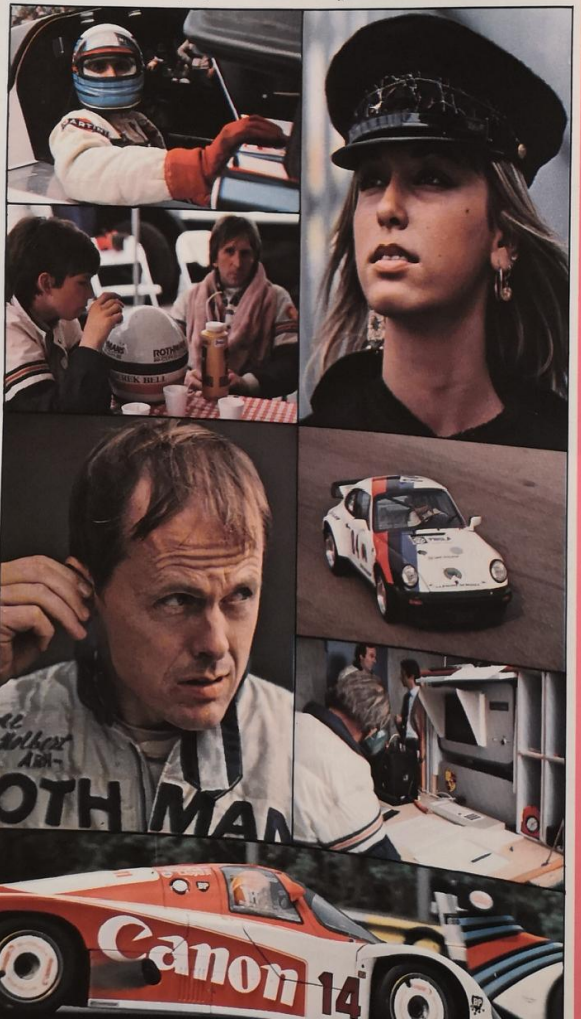
Most powerful of the privateers was Reinhold Jöst's two car team; the Marlboro car driven by Bob Wollek/Thierry Boutsen (standing in for Stefan Johansson) and the New Man clothing sponsored version for Rolf Stommelen/Hans Heyer/Clemens Schickentanz. John Fitzpatrick and David Hobbs shared Fitz's J. David-sponsored version, while Tiff Needell was a late addition to the Richard Lloyd-run Canon model driven by Lloyd and Jan Lammers. Finally, Jurgen Lassig, nursing a broken wrist, brought his Boss-supported 956 which he would drive with ex-SuperVee champion Axel Plankenhorn and Jurgen Barth.

The only non-956 was the Kremer CK5 which Englishman Richard Cleare had bought from the Kremer brothers who were on hand to look after it. Cleare, who drove a 934 last year, shared the driving with usual teammate Tony Dron and Margie Smith-Hass who had brought financial support.

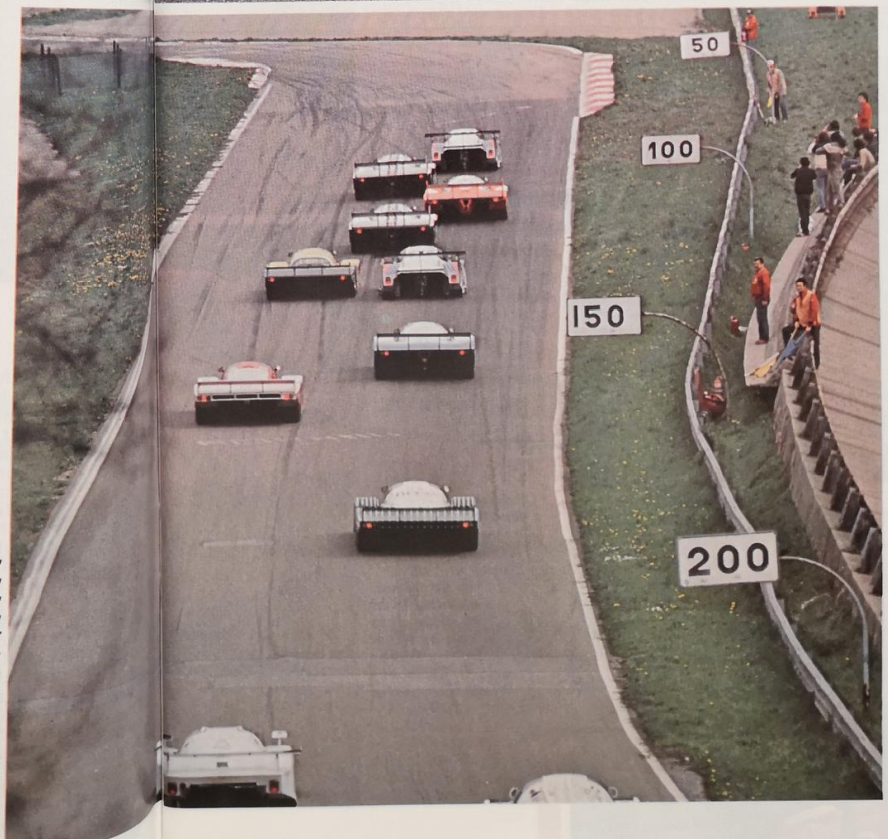
Although all the customer 956s were basically similar, there were two different tail sections available. The high downforce version was fitted to the works cars, Fitzpatrick's and the Marlboro version, while the others used the lower downforce wing.

→

Riccardo Patrese flat out, Piercarlo Ghinzani behind the wheel: both Lancia LC2 drivers were sidelined by tyre failures. Works Porsche driver Derek Bell brought along his son Justin, Al Holbert came all the way from the USA, but they were handicapped by a fuel miscalculation. Having already raced Gp C cars from Nimrod-Aston Martin and March-Chevrolet, Tiff Needell was having an outing in Richard Lloyd's 956. Like the others, he had to thread his way around several mobile chicanes like this not very rapid Porsche 911T. (photos: B. Asset and DPPI)



Starting from pole position on the grid, the Ghinzani/Fabi Lancia LC2 threatened to keep the Porsche drivers on their toes. Tyre problems decided that it should not be so. (photo: B. Asset)



Ghinzani/Fabi, Ickx/Mass, Wollek/Boutsen, Bell/Holbert, Stommelen/Heyer-/Schickentanz, Alboreto/Patrese, Fitzpatrick/Hobbs, Lammers/Lloyd/Needell, Lässig/Plankenhorn: nine mighty turbocars jockey for position in the first chicane after the start.

A lone Group C entry turned up in the shape of the Mazda-powered Harrier from England. Built by Lester Ray, the car is run by the Manns Garage Team of Holman Blackburn which has a lot of saloon car experience. Blackburn would share the driving with Roy Baker only as third team member David Palmer hadn't returned from Houston, Texas after his flight had been cancelled.

Amusingly, there were six previous winners in the entry list. David Hobbs won in a GT40 in 1969, Jacky Ickx had won in 1972 and 1973 driving Ferraris, and again in a Porsche 936 in 1976 with Jochen Mass. Reinhold Jöst won in a Porsche 908 in 1978 while Jurgen Lassig and Edgar Doeren had won in 1981 in a Porsche 935 K3.

The two practice sessions on Saturday reflected what would later come in the race. Firstly, that the new Lancias were quick, but had drastic tyre problems. After half an hour of the first session, the two Martini cars came cruising down the back straight within five minutes of one another with their left rear tyres in shreds. The construction of the tyre was blamed.

But the cars were quick, as testified by Ghinzani's pole position, and Wollek was quicker than the works. The other Porsches turned out to be reliable although the Canon version needed a new fuel tank. Both ex-works Lancias were too new to be competitive while the Kremer Porsche provided the biggest drama of practice when an exhaust valve broke, and sheets of flame burst from the back of the car on its way to the pits. Fortunately, fire damage was minimal, and a three litre 935 engine replaced the damaged 2.8 version, and although only Dron had practised, the other two drivers were allowed to race.

By Grand Prix standards, the crowd for the 173 lap race was modest, but it made life much easier for everyone.

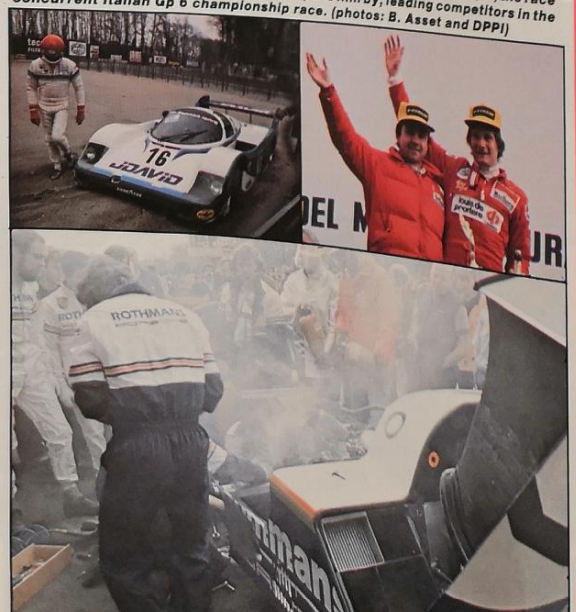
Ghinzani led into the first corner, and the first five laps, but then another left rear tyre burst as the car passed the pits. As Ghinzani turned into the second part of the first chicane, the car shed the damaged rubber, but Ghinzani had to do a whole lap on three tyres. When the car finally rejoined, it only did a few laps before Fabi retired it. The cooling system had been badly damaged and the engine had suffered in consequence.

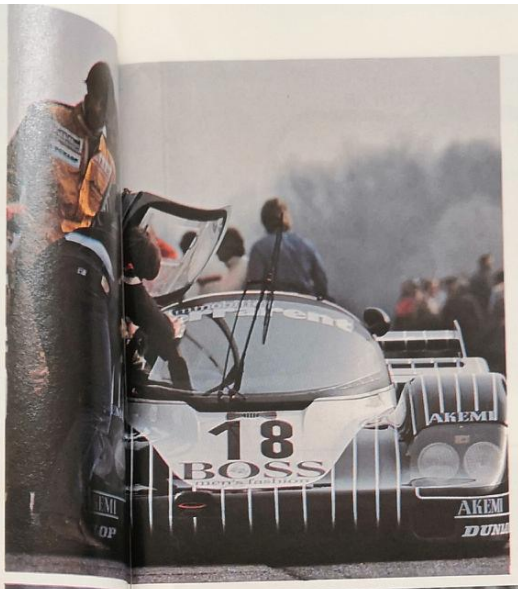
Ghinzani's retirement had left a gaggle of Porsches in the lead: Ickx from Bell closely followed by Wollek with Stommelen not very far behind. Then came Lammers before a gap to the second works Lancia and another gap to the Boss 956 and the Kremer CK5. Fitzpatrick had gone missing early on when a plug lead had to be replaced, and then he had been pushed off the track by one of the Group 6 cars. Once he'd been winched out of the sand, he was able to get going again, but he lost a lot of time.

Meanwhile, the battle at the front was intense. Within 15 laps, Wollek had overtaken Bell and moved up to second, now challenging Ickx for the lead. Further back, Patrese led Lammers and Dron had put the CK5 ahead of the Boss 956.

By the 20th lap, the leaders were catching backmarkers again, and this was when Wollek lost his second place to Bell, who then moved ahead of Ickx too. But on 28 laps, both works cars headed for the pits, leaving Wollek to do another lap. Here was the first chink in the works Porsche armour. →

Ninth place is no laughing matter for Riccardo Patrese, and there were worries aplenty for Jan Lammers. But however appropriate a cloud of smoke might be in the Rothmans pit, it spells trouble. In the end, the finder of true happiness is Reinhold Jöst: je jugs his "own" Bob Wollek before even allowing him to join Boutsen on the podium. For John Fitzpatrick, pushed off into the chicane sandpit, the race ends prematurely: Porsche 956 and CK5 pass him by, leading competitors in the concurrent Italian Gp 6 championship race. (photos: B. Asset and DPPI)





Returning to racing after three years away, the big German Axel Plankenhorn was co-driving at the invitation of Jurgen Lässig. Their Porsche carries the pinstripe colours of the "racers' tailor", Hugo Boss of Metzingen near Stuttgart. (photo: B. Asset)

It was thanks (indirectly) to the Spirit-Honda F1 team that Belgium's Thierry Boutsen was sharing the winning Porsche with Bob Wollek. On the same day, Stefan Johansson (Reinhold Jöst's original choice of co-driver) was at Brands Hatch, giving the Anglo-Japanese car its début in the Race of Champions.

Interestingly, the first pit stops left the Ickx/Mass car in the lead from the New Man Porsche, the Marlboro 956 and then the second Rothmans car. Lassig's Porsche was fifth from the surviving Lancia. Needell took over from Lammers and promptly had a wheel fall off. He managed to get the car back to the pits without too much drama, but lost four and a half minutes, so dropped to the back of the Group C entry apart from Fitzpatrick's 956.

Within a few laps of the second hour, Boutsen had taken the Jöst Porsche up to second place behind Mass, but was obviously drawing in the leading works car. Holbert, meanwhile, was catching Schickentanz in the New Man 956 and, at 41 laps, swept into third place. Shortly before, the Kremer CK5 had dropped out with an oil leak, and one of the older Lancias three-wheeled into the pits and retirement.

Boutsen still hadn't caught Mass when the leading car again pitted first after 56 laps. Mass stayed in the driving seat while Wollek took over from Boutsen a lap later. By now, the Porsche team knew that they would have to take it easy to conserve fuel.

Wollek was soon eating up the gap between himself and Mass. The two men in blue and white helmets were locked in a battle that one knew he must lose and the other was confident of winning. Yet at precisely the moment when Wollek was about to pounce, Patrese had a puncture and the back straight was littered with bodywork debris. However, within a couple of laps, Wollek took the lead and drew away: if Mass was to finish, he must just sit there and watch the Frenchman disappear. His lap times were drastically increased in order to conserve fuel so as to do as many laps as possible on a tankful.

By the end of the third hour, 105 laps, Wollek had a 14.8s lead on Mass while the second works car was over a minute behind. The New Man Porsche was over a lap further behind. The surviving works Lancia was down in 12th position after its puncture which also damaged the exhaust, and lost the car 28 minutes while repairs were being made.

In the final two hours, the Marlboro 956 simply pulled away to win. There was nothing the works drivers could do if they weren't to run out of fuel. But a works 2-3 was thwarted in the fourth hour when Bell brought the second 956 into the pits with a seized wheel bearing which in turn had overheated the driveshaft. Grease kept catching fire when the car first stopped, but in the end it took 12 laps to mend.

That promoted the New Man car to third place, the last cars sandwiching the Ickx/Mass car to the chequered flag. Lassig's Boss-sponsored machine took fourth after a trouble-free run, but there was an exciting tussle for fifth place.

David Hobbs had come in early during his stint due to exhaustion and handed over to Fitz who was in fifth place but was now low on fuel because of the early stop. Lammers, in the Canon-sponsored 956, wasn't far behind, and the team had erred on the side of caution with regard to their fuel, so were in a perfect position to take fifth place from Fitz's J. David car. But while the Canon team's timekeeper recognised that Fitz wasn't far in front, Porsche's computer put the car ahead. It wasn't until the dying laps that the team realised that the Porsche computer was wrong, and in spite of Lammers trying his utmost, he failed to wrest fifth place by 2.2s.

With the Rothmans team's absence, the podium was a Jöst team benefit. Indeed, the race was a Porsche benefit with seven 956s in the first seven places. Lancia had posted their challenge, but expected to react quickly to the tyre problems.

The day after the Monza race, Pirelli took their race tyres to a simulated test rig where they ran the tyres under race conditions at one bar pressure. They lasted 12 minutes before blistering and puncturing. But now, armed with the information as to how much load they had to deal with (car and downforce), they ran the tyres at two bar pressure. Two days later, they switched off the test rig — the tyres were still holding together. So simply lack of available testing on Pirelli's products has cost Lancia a race.

No one had won Junior Group C, the Mazda-Harrier retiring in the second hour with rotor gear failure due to high oil temperature. In Group B, BMWs vanquished the Porsches. Round one was over; it showed lots of promise.

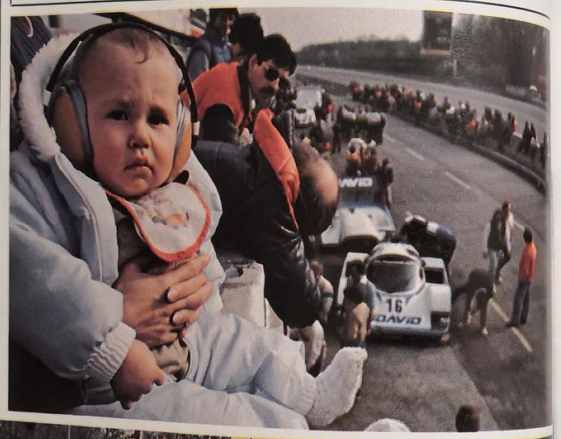
Bob Constanduros

MONZA 1000 KMS

World Endurance Championship, round one
Date: April 10, 1983
Distance: 173 laps of 3.605 mile circuit, 623.483 miles
Official event name: 1000 kms di Monza-Trofeo Filippo Caracciola
Weather conditions: clouds, mainly overcast and cool
Attendance: 15,000 spectators

STARTING GRID

5 - Lancia Martini Ghinzani - Fabi 1'35"86
1 - Porsche 956 Ickx - Mass 1'36"68
4 - Lancia Martini Patrese - Alboreto 1'38"84
12 - Porsche 956 Stommelen - Heyer - Schickentanz 1'39"78
18 - Porsche 956 Plankenhorn - Barth - Lassig 1'46"65
22 - Lancia LC/1 Moreschi - Castellano 1'52"99
88 - BMW M1 Doeren - Jurgensen 1'58"36
51 - Mazda-Harrier Blackburn - Baker 2'00"49
83 - Porsche 911 Kuhn-Weiss - Memminger 2'07"57
84 - Porsche 930 Colzani - Rebay 2'10"70
11 - Porsche 956 Wollek - Boutsen 1'36"61
2 - Porsche 956 Bell - Holbert 1'37"96
16 - Porsche 956 Fitzpatrick - Hobbs 1'39"20
14 - Porsche 956 Lammers - Needell - Lloyd 1'42"87
19 - Porsche CK5 Dron - Cleare - Smith-Haas 1'47"57
23 - Lancia LC/1 Truffo - Sigala 1'53"30
82 - BMW M1 Braun - Winther 1'59"49
81 - Porsche 911 turbo Steckonigg - Schiller 2'06"64
85 - Porsche 911 Almeras - Biancone - Guillot

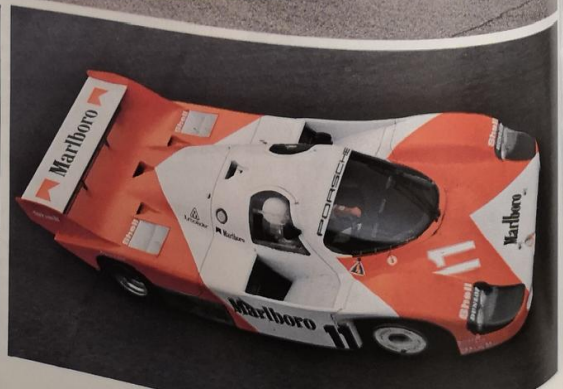


WORLD ENDURANCE CHAMPIOSHIP POINTS (DRIVERS)

1. Wollek/Boutsen	**20 pts**
3. Ickx/Mass	15 pts
5. Stommelen/Heyer/Schickentanz	12 pts
8. Lässig/Plankenhorn/Barth	10 pts
11. Fitzpatrick/Hobbs	8 pts
13. Lammers/Lloyd/Needell	6 pts
16. Bell/Holbert	4 pts
18. Truffo/Sigala	3 pts
20. Alboreto/Patrese	2 pts
22. Dören/Jurgensen	1 pts

WORLD ENDURANCE CHAMPIONSHIP POINTS (CONSTRUCTORS)

1. Porsche	20
2. Lancia	3



PREVIOUS WINNERS

1965: Mike Parkes - Jean Guichet/Ferrari 275 P2
1966: Mike Parkes - John Surtees/Ferrari 330 P3
1967: Chris Amon - Lorenzo Bandini/Ferrari 330 P4
1968: David Hobbs - Paul Hawkins/Ford GT 40
1969: Jo Siffert - Brian Redman/Porsche 908
1970: Pedro Rodriguez - Leo Kinnunen/Porsche 917
1971: Pedro Rodriguez - Jackie Oliver/Porsche 917 K
1972: Jacky Ickx - Clay Regazzoni/Ferrari 312 P
1973: Jacky Ickx - Brian Redman/Ferrari 312 PB
1974: Arturo Merzario - Mario Andretti/Alfa Romeo 33 TT 12
1975: Arturo Merzario - Jacques Laffite/Alfa Romeo 33 TT 12
1976: Jacky Ickx - Jochen Mass/Porsche 936 (4 hours)
1977: Vittorio Brambilla/Alfa Romeo 33 SC 12 (500kms)
1978: Reinhold Jöst/Porsche 908/3 turbo (320kms)
1979: Renzo Zorzi - Mario Capoferri/Lola T286
1980: Alain de Cadenet - Desiré Wilson/De Cadenet Ford LM
1981: Jurgen Lassig - Edgar Doren/Porsche 935 K3
1982: Henri Pescarolo - Giorgio Francia/Ford Rondeau M 3820
All 1000 kms unless otherwise stated

RESULTS

1.	Porsche 956 / Wollek - Boutsen, 173 laps, 623.483 miles in 5 hrs 12'06"9, 119.856mph		
2.	Porsche 956	Ickx - Mass	1 m 12.9 s behind
3.	Porsche 956	Stommelen - Heyer - Schickentanz	170 laps
4.	Porsche 956	Plankenhorn - Barth - Lassig	163 laps
5.	Porsche 956	Fitzpatrick - Hobbs	161 laps
6.	Porsche 956	Lammers - Needell - Lloyd	161 laps
7.	Porsche 956	Bell - Holbert	161 laps
8.	Lancia LC/1	Truffo - Sigala	154 laps
9.	Lancia LC/2	Patrese - Alboreto	151 laps
10.	BMW M1	Doeren - Jurgensen	145 laps
11.	BMW M1	Braun - Winther	145 laps
12.	Porsche 911	Kuhn-Weiss - Memminger	136 laps
13.	Porsche 911	Almeras - Biancone - Guillot	136 laps
14.	Porsche 911	Steckonigg - Schiller	70 laps/ retired, engine
15.	Lancia LC/1	Moreschi - Castellano	44 laps/ retired, lost wheel
16.	Mazda - Harrier	Blackburn - Baker	38 laps/ retired, rotor
17.	Porsche CK5	Dron - Cleare - Smith-Haas	32 laps/ retired, oil leak
18.	Lancia LC/2	Ghinzani - Fabi	24 laps/ retired, puncture damage
19.	Porsche 930	Colzani - Rebay	14 laps/ retired, accident

RACE LEADERS

Laps 1 to 8: Lancia LC/ 2 (Ghinzani/Fabi)
9 to 21: Porsche 956 (Ickx/Mass)
22 to 23: Porsche 956 (Bell/Holbert)
24: Porsche 956 (Ickx/Mass)
25: Porsche 956 (Wollek/Boutsen)
26 to 80: Porsche 956 (Ickx/Mass)
81 to 173: Porsche 956 (Wollek/Boutsen)

FASTEST LAP
Fitzpatrick/Porsche 956, 1'40"4 on 125th lap, 207.968kph: 129.225mph
GROUP C WINNER
Porsche 956/Wollek - Boutsen
GROUP C JUNIOR WINNER
No finishers
GROUP B WINNER
BMW M1/Dören - Jurgensen

EXTRA, EXTRA

BURNING QUESTION

"What I don't understand is how Bob Wollek can keep going so fast for so long, and not seem to worry about fuel." Derek Bell was speaking shortly after half distance at Monza, reflecting the hot gossip of the pit lane. How that Marlboro Porsche 956 could apparently go quite so fast (overtaking works cars) lasting for two more laps than the rest on 100 litres of fuel was the matter that was puzzling everyone in the pit lane.

At the Rothmans pit, Norbert Singer smiled bravely. The works team manager lives on his wits during races. He'd be much better off team managing a sprint team. Sometimes the tension of managing the world's best long distance team becomes so great that he can't even speak. Now, however, he appeared almost relaxed. *"We have lost this one, but we won't lose again."* Was this true? Was I hearing correctly? Here was Singer admitting defeat. Did he know what was the Jöst team's advantage?

It was quite simple, as everyone was later to discover. Many of those in the pit lane continued to maintain that Jöst did have an advantage, but there was also a particularly legitimate reason why the Marlboro car appeared that much quicker. The standard, after all, is the works team. And on this occasion, the works team was not the best. Quite simply, both Derek Bell and Jack Ickx in the works cars had pitted a lap too early. And after Ickx had made the mistake after the first stint, Mass had been unable to avoid the same mistake at the end of the second.

The reasons for this mistake are quite simple, as Singer pointed out at the end of the race. *"We had to do 29 laps per full tank of fuel. This usually comprised 27 on the main tank followed by two on the reserve. The red light showing that the tank was running out came on during the 26th lap. A driver should be able to do nearly a full lap with the red light on, before switching over to the reserve tank for two more laps. So he would complete 27 laps, plus two more equals 29. The problem was that the drivers in first two stints were switching over to reserve almost as soon as the light came on. I think they were frightened of running out of fuel in mid-corner or when they were overtaking someone. Anyway, it meant that we were two laps down, and consequently, we had to increase our lap times from around 1m41s to 1m44s or more to save fuel and get those laps back. So I knew that if the Marlboro 956 kept going at the same rate, they would win and we would lose."*

In this instance, then, the standard was the Wollek-Boutsen car, and not the works cars. But that didn't satisfy everyone. Erwin Kremer watched his ex-driver, Bob Wollek, easily complete 30 laps on a tank. Surely Jöst didn't have an oversize tank? At the pit wall, Wollek accepted one of his sponsor's products and took a long drag from the cigarette held in quivering hands. *"Do they all think we've got a big tank?"* he asked before looking away with a wry grin on his face. Exactly a year previously, Jöst's 936C had been disqualified from this very race, allegedly for having an oversize tank. Later, at Mugello, the same thing had almost happened before Wollek had reasoned with their refilling procedure. No, it could never be an oversize tank. John Fitzpatrick reckoned Jöst had a three litre engine — not illegal of course. *"He's already rebuilt it himself after the Zolder German championship race, so he obviously doesn't want anyone to look at it. A three litre engine would mean he had more power but at lower revs which would allow him to use less fuel. I've reasoned it out."*

It was a theory that Wollek strenuously denied. *"You couldn't fit a three litre engine to this car, it physically isn't possible. And there isn't room to bore the existing engine out to three litres either. No, it's not a three litre engine, the Porsche engineers even say that it's impossible."* Elsewhere, comments ranged from camshafts to boost pressure. But Wollek's comments led one to believe that maybe there was no advantage. *"The works cars had better engines than ours,"* he said after the race. *"Whether they have better engines or were simply using more boost, I don't know."* The works cars were using 1.25 boost. *"We were running at 1.15 boost, but they were quicker out of corners and onto the straights. No, we had no power advantage — they did if anyone. But it seems that we had a fuel advantage, but if they used more boost, then they would use more fuel too."*

Gradually, argument that Jöst had some hidden advantage was eroded. Yet there remained a theory that there was something a little different in the engine. Somewhere, a fuel advantage or even handling had been improved upon. Singer would admit that the works electronic fuel injection system still needed more work and development, but the works cars were running on Denloc wheels to which the car's Dunlop tyres were screwed, giving instant response on turn in, and less flexing of the tyres' sidewalls. How then, with these apparent advantages, had the works cars been knocked off the front row by Bob Wollek during practice? It didn't marry up, yet Singer, with that knowing smile, had said that they wouldn't be beaten again!

So Marlboro had beaten Rothmans, and young Belgian, Thierry Boutsen, had beaten old Belgian, Jacky Ickx. Poor Thierry was satisfied with his day's work, but acknowledged that this was just a one-off drive. He was only standing in for former teammate Stefan Johansson who was driving the Spirit-Honda at Brands Hatch, a drive to which Thierry had had just as much right. Instead, here he was winning in Stefan's car. All he had left this season was a works Rondeau drive at Le Mans with Pescarolo. How had the 956 compared with the Rondeau he drove in Spa and Japan last year? *"Night and day,"* replied Thierry simply. And what about beating Jacky? *"I haven't spoken to him,"* said the Belgian after the race. Indeed, Jacky had wandered up towards the podium after the chequered flag, had come across a flock of autograph hunters, signed a couple of books and gave up trying to get on the podium, sauntering back to the pits.

But it puzzled Thierry. *"It's strange, you know. When I won in Spa last year in F2, there were no flowers, no cups, nothing because at that time he was the big chief at Spa. Now, here I am first and he is second, and he doesn't even speak to me. I don't know why."*

The reigning World Endurance champion wasn't pleased. He complained of *"poor fuel pick-up which wasn't as good as last year."* So too did Jochen Mass, but this complaint was news to Singer. As far as he was concerned, they had lost because of those early stops. It wouldn't happen again. It was his job to make sure that it didn't.

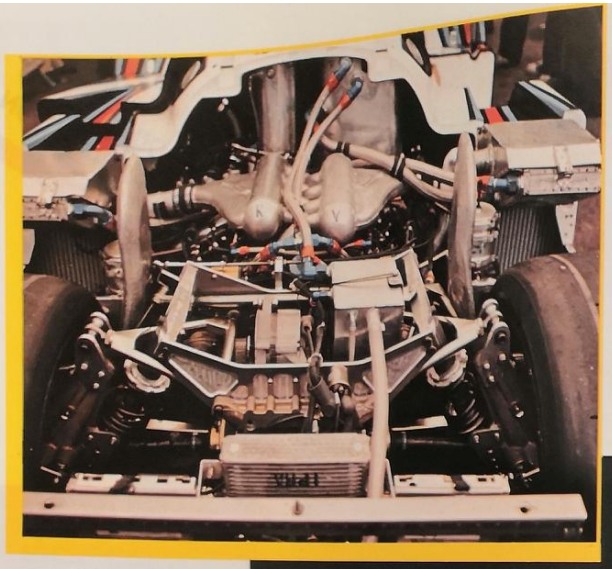
Bob Constanduros

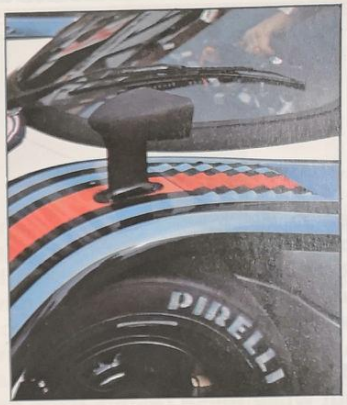
COLOUR REPRODUCTION

At Monza, opening round of the Endurance championship, no fewer than seven of Porsche's magnificent 956 models turned up to race, two from the factory and five

Canon
PORSCHE
956
GTi ENGINEERING

from private entrants. In spite of the painfully high price, the 956 has sold like hot cakes during the winter among privateers keen to reproduce last year's factory results.
The happy owners have taken advantage of the 956's clean lines to add their own colours and design to the voracious Stuttgart monster. If someone staged a concours d'elegance to settle the question of which was the most attractive, it would be a tough choice between the décor chosen by entrants Reinhold Jöst, John Fitzpatrick, Richard Lloyd and Jurgen Lässig, not to mention the works Rothmans cars. For model racing car fans, the 1983 season looks like being a vintage one as they haul out their tape measures. They'll be sizing up a wealth of paintwork which has not been seen in sports car racing for years...
(photos: B. Asset)





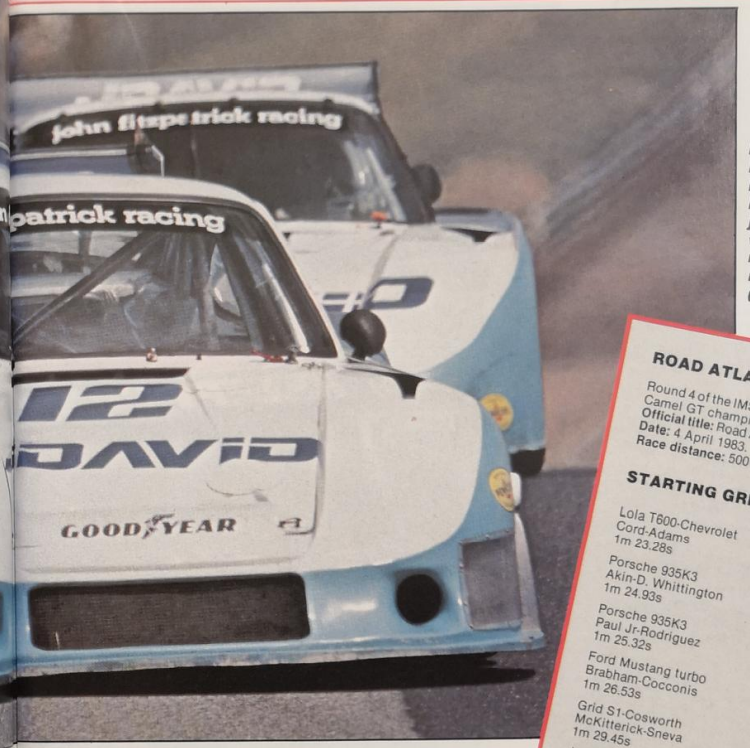
Once the race was underway, however, Lady Luck turned her back on the Italian team as the two Lancias ran into serious tyre trouble. Ghinzani/Fabi and their team mates Patrese/Alboreto, running slightly behind, suffered one blowout after another. Since the failures seemed to occur only at high speeds, chunks of rubber were flying around like wads of spent chewing gum. One car was forced to retire when a water hose was ripped from its radiator, while the other (seen with its turbo doing a flame-out) managed to survive to the finish in the hands of F1 men Alboreto and Patrese, albeit 22 laps adrift. The most infuriating part of the story was revealed the following day, when Pirelli engineers admitted that they had miscalculated the required pressure for the tyres: with a bit more air, they would have behaved perfectly. The result of the 1000 Kms would therefore have been much less certain, and it seems likely that there would have been an Italian element in what was to be a Teutonic walkover...
(photos B. Asset)

THIN AIR

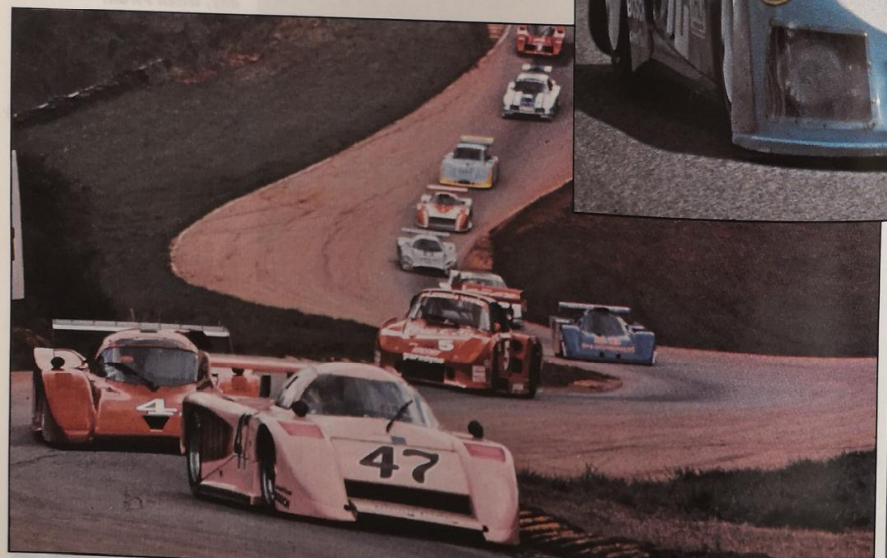
To follow up last year's successes with their lightweight Group 6 open two-seaters — which were not allowed to score points in the Group C constructor's championship — the Lancia Martini team has now designed a "full house" Group C car to compete against the might of Stuttgart. powered by a 2.6-litre twin-turbo Ferrari engine (purpose-built in Maranello), the new Lancia-Martini LC2 design has some worthwhile assets: it is compact, light and slippery. With 600 horsepower and 820 kilos, Lancia racing boss Cesare Fiorio was confident that his new cars would be near the front of the grid, capable at least of matching the swarm of private and works Porsche 956s. Piercarlo Ghinzani and Teo Fabi duly proved him correct with a searing pole position.

After the trio of races in Florida—Daytona, Miami, Sebring—which we covered in detail in our last issue, the IMSA series has continued apace, which will be maintained until the end of November. Rounds 4-6 have been held at Road Atlanta, Riverside and Laguna Seca, and winners in this American 'Group C' series have represented three different manufacturers: Jaguar, Porsche and March. But while these results have helped to vary the series, one thing still sticks in many people's minds: the tragic accident that befell Rolf Stommelen at Riverside.

Didier Braillon



Rolf Stommelen driving JFR's 935 leads the second team car driven by Fitzpatrick himself and David Hobbs. The English pair, later joined by Derek Bell, went on to win at Riverside, but refused to mount the rostrum as a mark of respect.
(photo: Autopresse)



The Romero - Bundy March 83G-Chevrolet leads Cord - Adams (Lola T600 - Chevrolet) and the Porsche 935 K3 of Akin - D. Whittington at the start of the Road Atlanta 500 kms. Note the state off the track off-line.
(photo: R. Chenet)

Bob Tullius, left and Bill Adam won the Road Atlanta 500 kms, scoring the first win for the Group 44-prepared Jaguar XJR5.
(photo: R. Chenet)

ROAD ATLANTA 500 KMS

Round 4 of the IMSA (International Motor Sports Association) Camel GT championship.
Official title: Road Atlanta Nissan-Datsun Camel GT 500 kms.
Date: 4 April 1983.
Race distance: 500 kms (124 laps).

STARTING GRID

Lola T600-Chevrolet
Cord-Adams
1m 23.28s

Porsche 935K3
Akin-D. Whittington
1m 24.93s

Porsche 935K3
Paul Jr-Rodriguez
1m 25.32s

Ford Mustang turbo
Brabham-Cocconis
1m 26.53s

Grid S1-Cosworth
McKitterick-Sneva
1m 29.45s

Jaguar XJR5
Tullius-Adam
1m 29.96s

Porsche 935K3
Speer-Madren
1m 32.28s

March 83G-Chevrolet
Hinze-Lanier
1m 34.60s

Mazda RX7
Varde-Baldwin
1m 37.48s

Toyota Celica AAR
Aase-Chandler
1m 38.14s

(etc. : 69 cars practised)

March 83G-Chevrolet
Romero-Bundy
1m 23.05s

Phoenix Gunn JG1-Chevrolet
Gunn
1m 24.10s

Ford Mustang turbo
Rahal-Gloy
1m 25.01s

Aston Martin Nimrod
St James-Olson
1m 25.35s

March 82G-Porsche
Cowart-Miller
1m 28.96s

Porsche 935L
Moretti-van der Merwe
1m 29.92s

March 83G-Chevrolet
Donaldson-B. Whittington
1m 31.19s

Porsche 935
Almeida-Soto
1m 33.76s

March 83G-Chevrolet
Moretti-Van der Merwe
1m 35.18s

Datsun ZX
Leitzinger-Alsup
1m 37.92s

RESULT

1. Jaguar XJR5	Tullius-Adam		124 laps
2. March 83G-Chevrolet	Donaldson-B. Whittington		124 laps
3. Porsche 935L	Moretti-van der Merwe		122 laps
4. Grid S1-Cosworth	McKitterick-Sneva		119 laps
5. March 82G-Porsche	Cowart-Miller		119 laps
6. Porsche 935K3	Paul Jr-Rodriguez		119 laps
7. March 83G-Chevrolet	Romero-Bundy		118 laps
8. Porsche 934	Baker-Mullen		117 laps
9. Chevrolet Corvette	Carusso-Currin		117 laps
10. Phoenix Gunn JG1-Chevrolet	Gunn		115 laps
(etc.).			

RACE NOTE:

• First victory for the Jaguar XJR5 • Return of the Zakspeed-Roush entered Ford Mustang Turbos, previously seen only at the Miami GP • Only one Aston Martin Nimrod on the grid • John Gunn sole driver of his Phoenix Gunn JG1-Chevrolet • Giampiero Moretti entered and co-drove his two cars (a Porsche 935 "Moby Dick" and a March 83G-Chevrolet) with South African rally champion Sarel van der Merwe • Wayne Baker and Jim Mullen (the surprising winners of the Sebring 12 hours) won the GTO class.

RIVERSIDE SIX HOURS

Round 5 of the IMSA (International Motor Sport Association) Camel GT championship.
Official title: 'Los Angeles Times'/Datsun Grand Prix of Endurance.
Date: 24 April 1983.
Race duration: Six Hours.

STARTING GRID

Porsche 935L Bell-Stommelen 1m 36.90s	**March 83G/Chevrolet Holbert-Trueman 1m 36.28s**
Porsche 935 Fitzpatrick-Hobbs 1m 38.21s	Lola T600/Chevrolet Cord-Adams 1m 37.33s
Jaguar XJR5 Tullius-Adam 1m 39.73s	Porsche 935L Wolleck-De Narvaez 1m 39.63s
Mirage M12-Cosworth Morton-Spenard-Lobenberg 1m 40.52s	Lola T600/Chevrolet Cooke-Gröhs 1m 40.25s
Andial Porsche 935 Foyt-Mario Andretti-B. Whittington 1m 40.87s	Porsche 935K3 Michael Andretti-P. Henn-B. Whittington 1m 40.52s
Aston Martin Nimrod Olson-St James-Bundy 1m 42.54s	March 83G/Porsche Moretti-Wilson 1m 41.27s
Porsche 935 Pusey-Dyer 1m 44.40s	Grid S1/Cosworth McKitterick-Lanier 1m 44.19s
Porsche 935K3 Akin-D. Whittington 1m 45.71s	Lola T600/Porsche Leven-Haywood 1m 44.91s
Porsche 934 Baker-Mullen-Nierop 1m 47.12s	Datsun ZX280 turbo Devendorf-Adamowicz 1m 46.14s
Porsche 935K3 Speer-Madren 1m 48.54s	Chevrolet Camaro Hagan-Felton 1m 47.63s

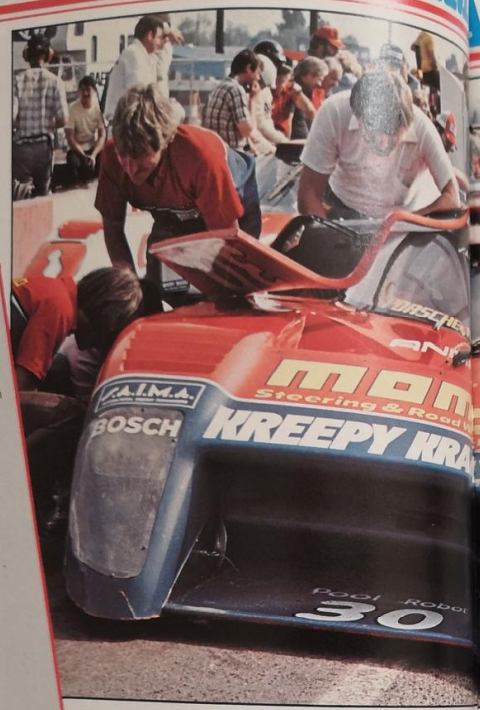
(etc. : 60 cars practised)

RESULT

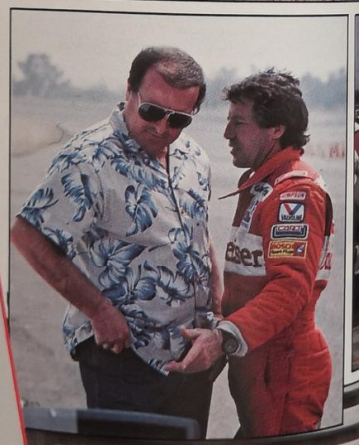
1. Porsche 935	Fitzpatrick-Hobbs	196 laps
2. March 83G-Chevrolet	Holbert-Trueman	195 laps
3. Porsche 935L	Wolleck-De Narvaez	192 laps
4. Lola T600-Chevrolet	Cooke-Gröhs	191 laps
5. Porsche 934	Baker-Mullen-Nierop	181 laps
6. Chevrolet Camaro	Hagan-Felton	177 laps
7. Porsche 935K3	Akin-D. Whittington	176 laps
8. BMW M1	Kendall-Cook	176 laps
9. Lola T600-Porsche	Leven-Haywood	172 laps
10. Toyota Celica AAR	Dallenbach Jr-Ganz-Aase	171 laps
(etc.)		

RACE NOTE:

• Fatal accident on lap 94 to Rolf Stommelen, driving the Porsche 935 "Moby Dick" of John Fitzpatrick Racing; Fitzpatrick and David Hobbs, the winners, decline to celebrate on the podium after the finish • Bob Wollek shared Moretti's Porsche 935 "Moby Dick," sponsored by the Colombian Mauricio de Narvaez • Début of the new March 83G with single-turbocharged flat-six Porsche engine, entered semi-officially by Giampiero Moretti • Garretson's Porsche 934, as at Road Atlanta, wins the GTO class. Drivers are Baker, Mullen and Nierop (the latter shared the same car to win at Sebring) • Preston Henn entered two cars; the Andial Porsche 935 for A.J. Foyt/Mario Andretti/Bill Whittington and his Porsche 935K3 for Michael Andretti/Bill Whittington/Henn himself; when the Andial retired on lap 81, Mario Andretti switched to the K3, which in turn retired on lap 154 • The Canadian newcomer Richard Spenard co-drove the Mirage M12-Cosworth entered by Conte Racing • Sharing a BMW 320 owned by Bill Karges, the Brazilian Roberto Moreno and the Dutchman Bob Hayje finished in 12th place overall.



Far left, the Porsche-powered March 83G which Giampiero Moretti debuted at Riverside. Left, Al Holbert, the Laguna Seca winner in a March 83G-Chevrolet, who now leads the championship. (photos: P. Behar and Autopresse)



Opposite and centre left: A.J. Foyt and Mario Andretti shared Preston Henn's Andial-built Porsche 935 at Riverside. Centre, right, one of Dan Gurney's AAR Toyotas, seen here at Riverside. (photos: P. Behar and Autopresse)

LAGUNA SECA 100 MILES

International Motor Sports Association (IMSA) 1983 Camel GT championship, round 6.
Official race title : Monterey Triple Crown Camel GT.
Date : May 1, 1983.
Distance : 100 miles, 53 laps.

STARTING GRID

March 83G-Chevrolet Holbert 1'00"258	Lola T600-Chevrolet Cord 1'00"946
Ford Mustang turbo Rahal 1'01"763	Jaguar XJR6 Tullius 1'01"943
March 83G-Porsche Moretti 1'02"548	Mirage M12-Cosworth Lobenberg 1'02"927
Lola T600-Porsche Haywood 1'04"268	Ford Mustang turbo Brabham 1'04"384
March 82G-Porsche Miller 1'05"455	BMW M1 Montoya 1'12"931
Datsun ZX turbo Devendorf 1'13"252	Porsche 934 Baker 1'13"510
BMW M1 Beilcke 1'18"027	BMW M1 Kendall 1'18"027
Chevrolet Camaro Hagan 1'18"710	Datsun ZX Mollett 1'18"947
Chevrolet Camaro Gassaway 1'20"876	Porsche Carrera Copeman 1'22"579
Pontiac Firebird Brallier 1'22"699	Ford Mustang Jenner-Bauer 1'24"368
(etc)	

RESULTS

1. March 83G-Chevrolet	Holbert	53 laps
2. Jaguar XJR5	Tullius	53 laps
3. Ford Mustang turbo	Rahal	52 laps
4. Lola T600-Porsche	Haywood	51 laps
5. BMW M1	Montoya	49 laps
6. Datsun ZX turbo	Devendorf	49 laps
7. Toyota Celica AAR	Moreno	48 laps
8. Chevrolet Camaro	Hagan	48 laps
9. Porsche 934	Baker	47 laps
10. BMW M1	Beilcke	47 laps
(etc)		

RACE NOTE:

Short race so most teams used just one driver per car. Neither Preston Henn's nor John Paul's Porsches were entered. Brazilian driver Roberto Moreno won the GTU class by finishing seventh overall in one of Dan Gurney's works Toyotas.

1000 KMS OF SILVERSTONE

Had she not been busy elsewhere, Her Majesty would have heard her favourite tune at the end of the Grand Prix International 1000kms. One of Queen Elizabeth's own subjects, Derek Bell, had pulled off a great victory with the help of Stefan Bellof, the shooting star of German motorsport. (photos: B. Asset)

Round 2 of the World endurance Championship, the Silverstone 1,000 kms, sponsored this year by *Grand Prix International*, was blessed with a much more impressive entry than there had been for the Monza 1,000 kms. In previous years the race has been a six hour event, and since 1977 it has been recognised as the final run-up to Le Mans. There will, of course, be one more race (the Nürburgring 1,000 kms) before the French classic, but for many entrants the German round is too close to Le Mans to risk an entry there.

There had been seven Porsche 956s at Monza, and there were two more at Silverstone. The brothers Erwin and Manfred Kremer from Cologne had taken delivery of their new 956, fitted (with Le Mans in mind) with the "long tail" bodywork which is probably two or three seconds a lap slower at Silverstone than the "short tail" version with its high wing. Freshly painted in GPI's red and white colours, the car had been entrusted to Alan Jones (everyone's favourite columnist) and his fellow Australian Vern Schuppan. Alan got the taste for long distance racing last year, during his Australian "retirement," while Vern (who had been one of the four Rothmans-Porsche "musketeers" last year) has been racing this year in Japan, where he recently won a race at Suzuka, teamed with Naohiro Fujita in the 956 of the Nova Engineering Co.

The other new 956 (also a "long tail") belongs to American driver/entrant Preston Henn, complete with ten gallon hat, whose doings and misdoings were fully reported in the last "Endurance" edition of GPI. For Silverstone Preston heroically took over the role of number 1 driver in his team, and with the help of *Newsweek* magazine was able to reach an agreement with British drivers Guy Edwards and Rupert Keegan to try the car during the Saturday qualifying sessions.

There were only a few changes in the crews that had been seen in the seven 956s at Monza. Stefan Bellof took over from Al Holbert alongside Bell in the second works car; Stefan Johansson was paired with Bob Wollek in the Marlboro-sponsored Jöst entry which had won at Monza, replacing Thierry Boutsen; and Boutsen himself had found a place in the Canon-sponsored 956 which is run, from a workshop at Silverstone, by British driver/entrant Richard Lloyd.

Opposition for the nine German monsters came from last year's Kremer Porsche CK5 (now in the hands of British privateer Richard Cleare and his regular co-driver, magazine editor Tony Dron) plus of course the four turbocharged Lancias — two Ferrari-engined LC2s from the factory and two LC1s from SIVAMA Racing — which had been at Monza. There was to have been a third LC2, entered privately for Giorgio Francia by the Scuderia Mirabella, but it wasn't ready in time.

Other entries which didn't materialise were the Cosworth-engined GRID S1 which had raced at Miami and Sebring, for Skeeter McKitterick/Emilio de Villota, and the Peer Racing Ford C100 for Irishmen Martin Birrane/David Kennedy, which was not sufficiently recovered from the damage inflicted upon it in the first "Thundersports" race at Brands Hatch over Easter.

Worthy replacements, however, were two all-British cars using Tickford-developed Aston Martin V8 engines. Viscount Downe's car is basically last year's Nimrod chassis, lightened and elegantly rebodied with the help of Ray

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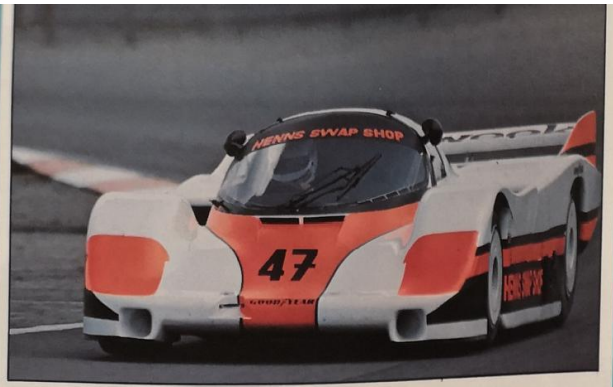
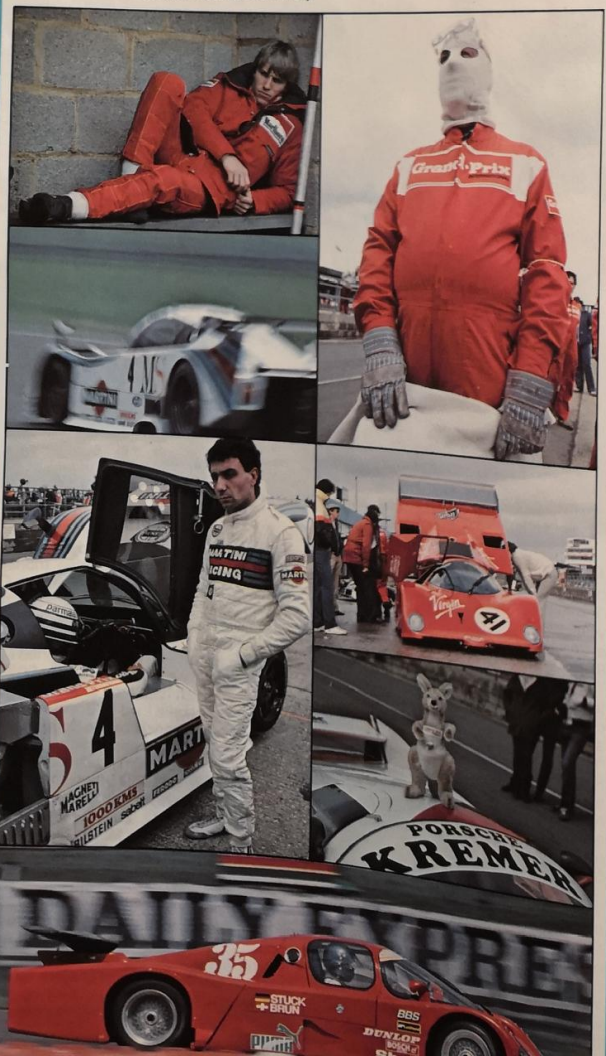
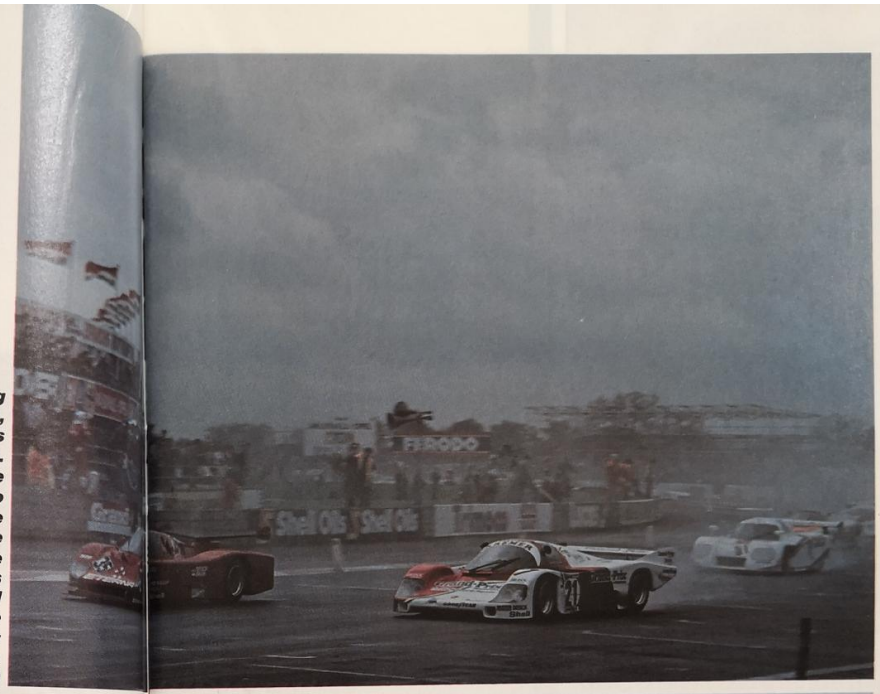


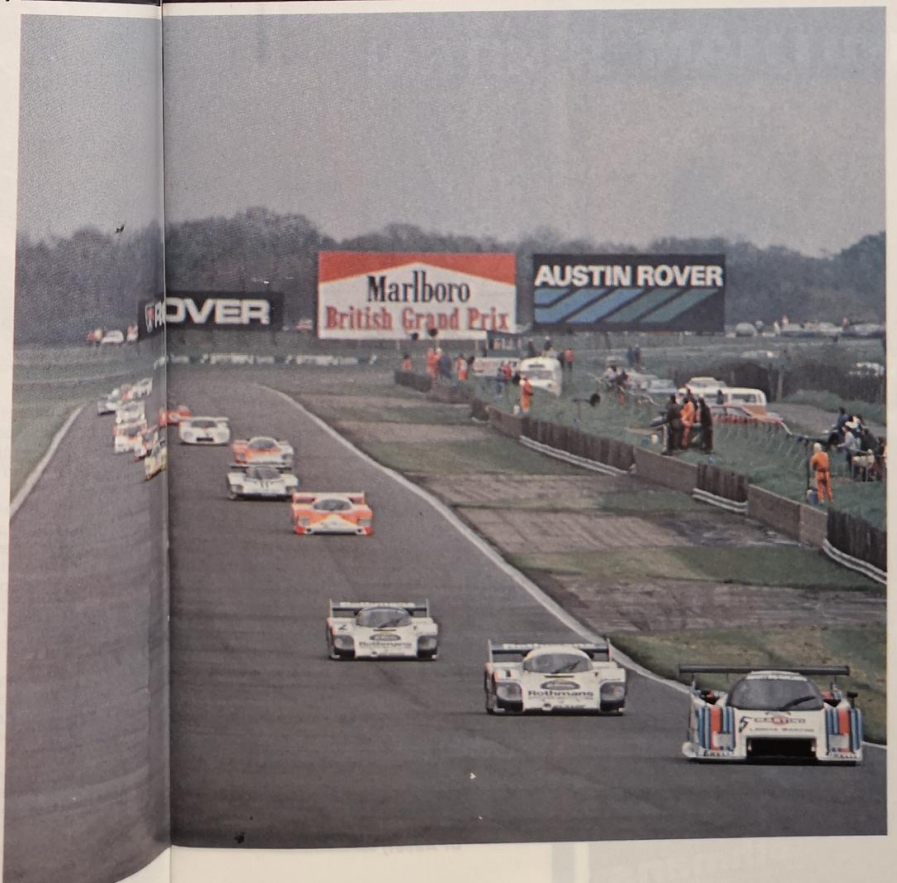
The engine of Preston Henn's Porsche 956 blew up while co-driver Guy Edwards was at the wheel; Stefan Johansson takes a breather; Michele Alboreto prays for reliable tyres and engines; the Sauber-Cosworth driven by Hans Stuck presses on before its gearbox broke; and the elegant EMKA Aston Martin shows its underside during practice. Meanwhile, your friends from GPI learn to love cuddly Australian marsupials...
(photos: First Line, B. Asset and DPPI)



It stopped raining before the start, but the track was still soaking wet. Taking the decision to compromise (he chose intermediate tyres), Alan Jones was able to pull through and take the lead for a few laps. (photo: B. Asset)



With Alboreto already safely through Becketts on the first lap, Ghinzani leads Ickx, Bell, Wollek, Fitzpatrick, Heyer and Jones, side by side. Soon the Lancias were to start their swan-



Mallock after some useful work in the MIRA wind tunnel which has given it twice as much downforce as in 1982. At 940 kilos it's also 110 kilos lighter than last year. The second Aston Martin car is the all-new EMKA, which looks very similar to the first (1981) version of the ill-fated Ford C100. This is hardly surprising, because the designer of the EMKA is is Len Bailey, the original C100 designer. Inspired and financed by Steve O'Rourke (who manages Pink Floyd's musical and business interests), it has been built by Michael Cane Racing in Surrey. Its outstanding features are a very clean aerodynamic profile (which should pay off at Le Mans) and low weight, only 50 kilos over the 800 kilo limit set for Group C.

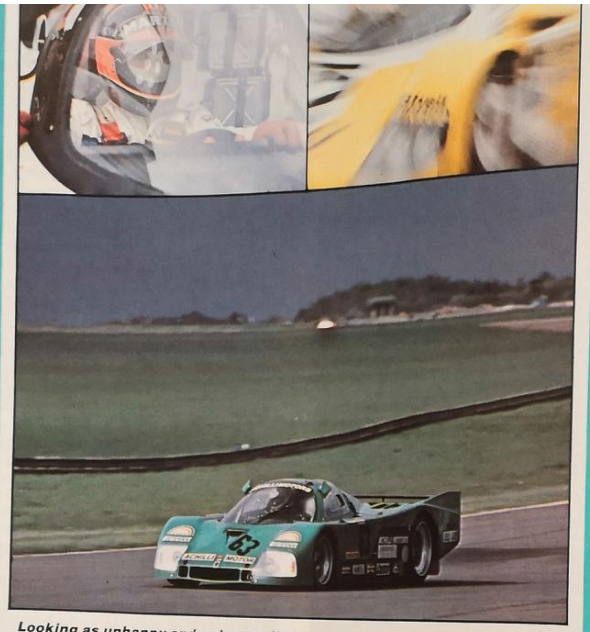
The Tickford modifications to the 5.3-litre Aston Martin V8 include shortening (by 3 inches in the overall length), and the use of magnesium castings for the sump and other parts to reduce the height and weight (by 40 pounds) of the block. Power output is 580 bhp at 7,000 rpm and the engine is expected to be even more suitable for Group C next year, when stricter economy will be required. The car wasn't particularly quick at Silverstone, being so new, but its immaculate preparation and professional appearance suggest that it could be a car to follow in future.

The same may eventually be true of the BMW-engined SHS coupe promised by Brun Motorsport of Germany, but for the time being the team was having to make do with last year's Sauber SHSC6, still with its 3.9-litre Cosworth-Ford DFL engine, with Hans Stuck as one of the drivers.

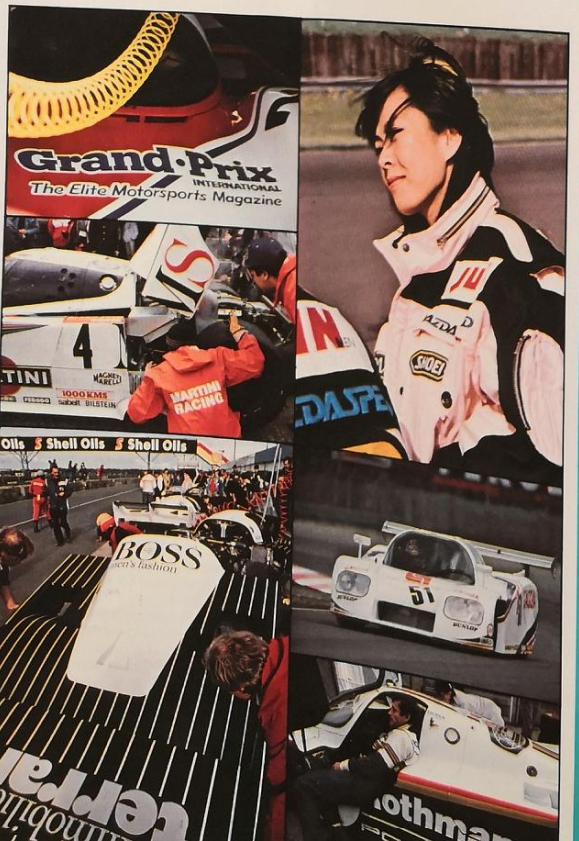
Finally, there were two important newcomers in the Group C Junior category. The Mazda 717C is a semi-works car all the way from Japan, complete with noisy rotary engine, while the shapely Giannini-Alba with its one-off four cylinder turbo engine is entered by CARMA (Carlo Facetti and Martino Finotto). Friday's unofficial practising, under cloudy skies, produced fastest time from the Bell/Bellof 956, with 1m 16.86s. But most of the attention in the pits was focussed on the two works Lancias of Ghinzani/Fabi and Alboreto/Patrese. As at Monza, the V8 Ferrari-engined coupes were in trouble with their tyres, which were inclined to explode spectacularly after only a handful of high speed laps. A rueful Pirelli spokesman explained what was happening. *"One of our problems at Monza was definitely under-inflation,"* he said, *"and we also know that the LC2 needed to be altered to suit our latest range of wide tyres, because there's a tendency for the inner sidewall to rub against the carbon-fibre bodywork. Both these difficulties have been sorted out, but when Lancia did some back-to-back tests with Dunlop tyres we discovered that there's still something seriously wrong. Our tyres lasted for seven laps before they blew up again, while the Dunlops were only good for three laps before they exploded!"*

The cause of the problem, it now seems, is the close proximity to the tyres of the turbo-charger units, which run at a temperature of more than 800 degrees C. For Silverstone, however, it was obvious that nothing could be done to cure it...

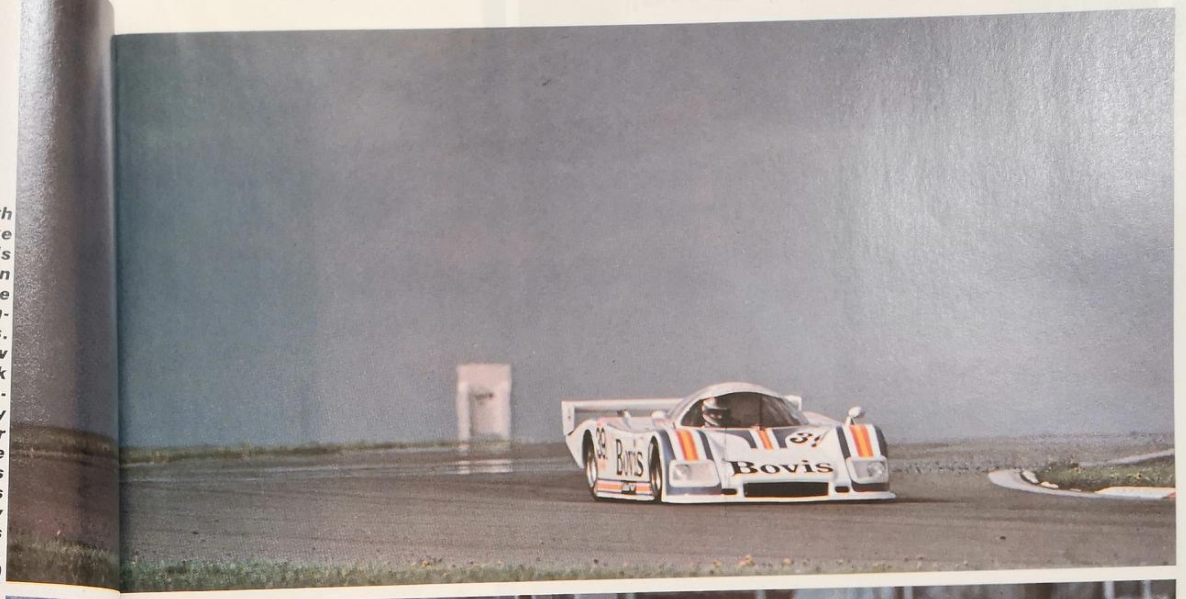
As the Pirelli man explained, *"a racing tyre usually reaches its maximum operating temperature within two laps. On the Lancias, however, it continue to rise lap by lap until eventually the tyre explodes."* The cars, obviously, will have to be extensively modified. For the time being, however, the team was having to make do with extra heat shields to protect the tyres.

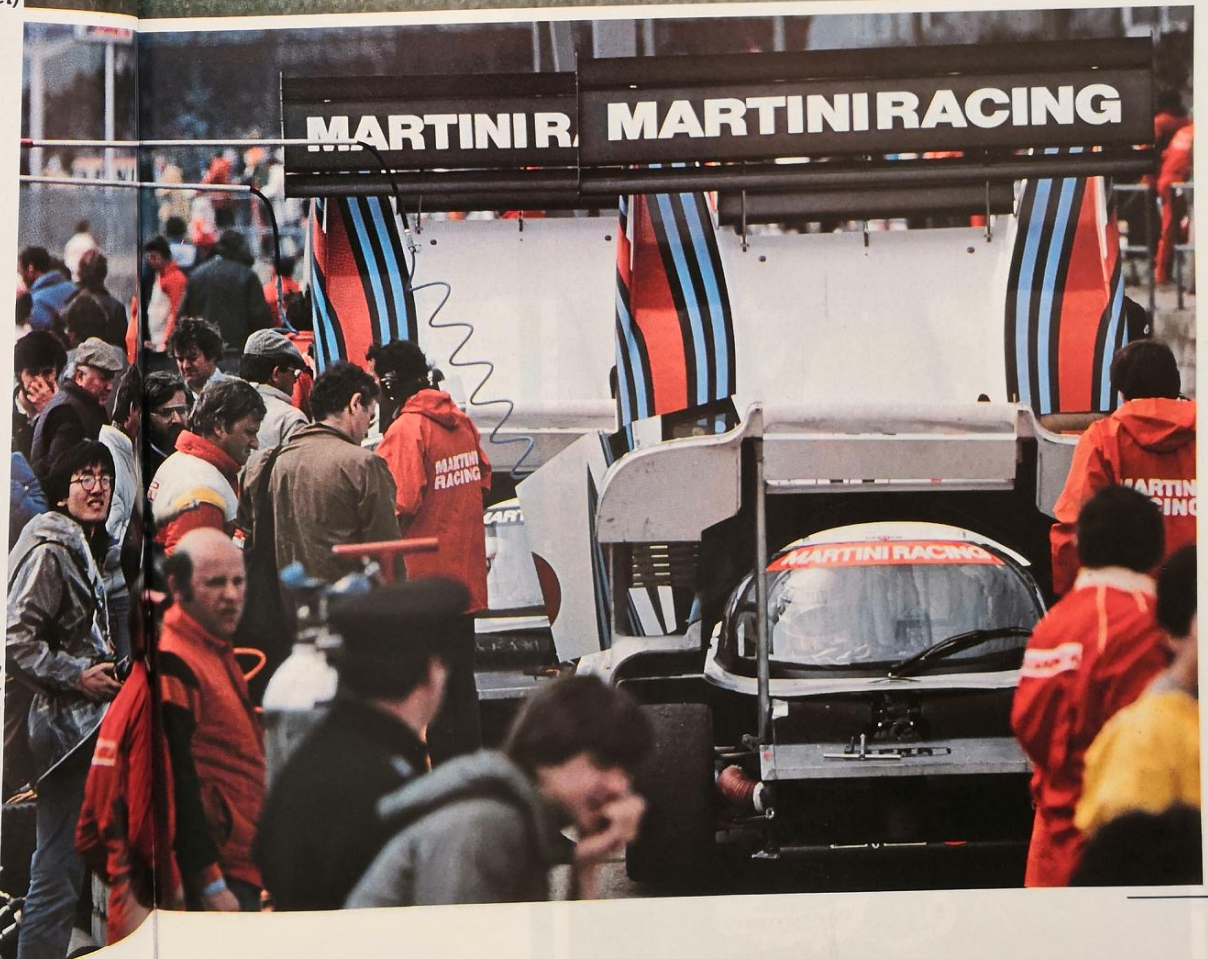


Looking as unhappy and as long-suffering as his Lancia team mates is Piercarlo Ghinzani; the second Jöst-Porsche seen in an artistically fuzzy shot; the all-new Giannini-Alba which won the Group C Junior class; Oscar Larrauri's no 51 Lancia LC1 and Jurgen Lässig's Boss-sponsored Porsche in the fray; and Jacky Ickx shows little regard for the stresses (and temptations) of a long race... (photos: First Line, B. Asset and DPPI)



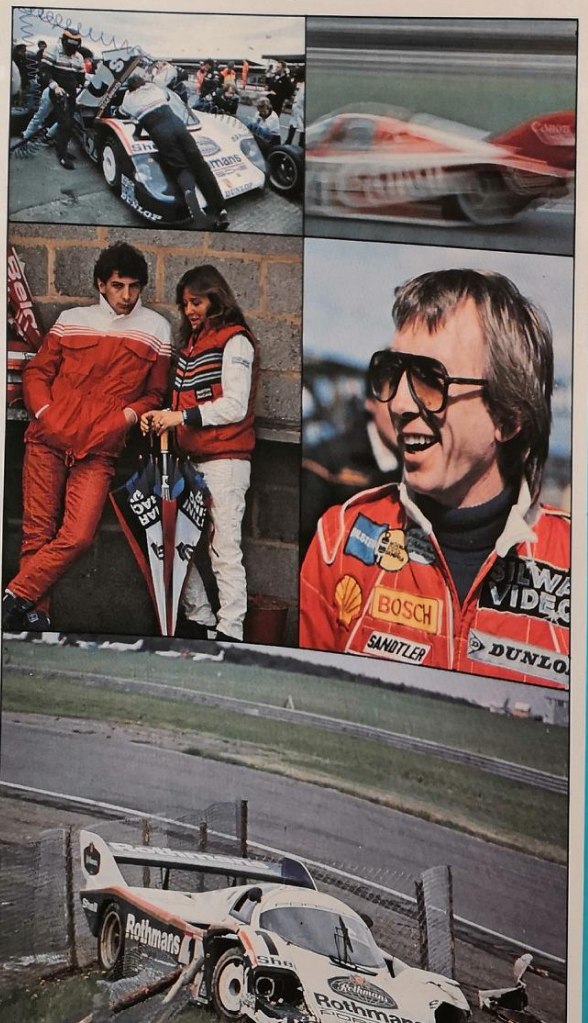
An excellent 7th place gave Viscount Downe's Aston Martin Nimrod 1st place in the "non-Porsche" class. With new bodywork designed by co-driver Ray Mallock, and other changes by the Richard Williams team, it's appreciably lighter than it was in 1982 trim. (photo: B. Asset)

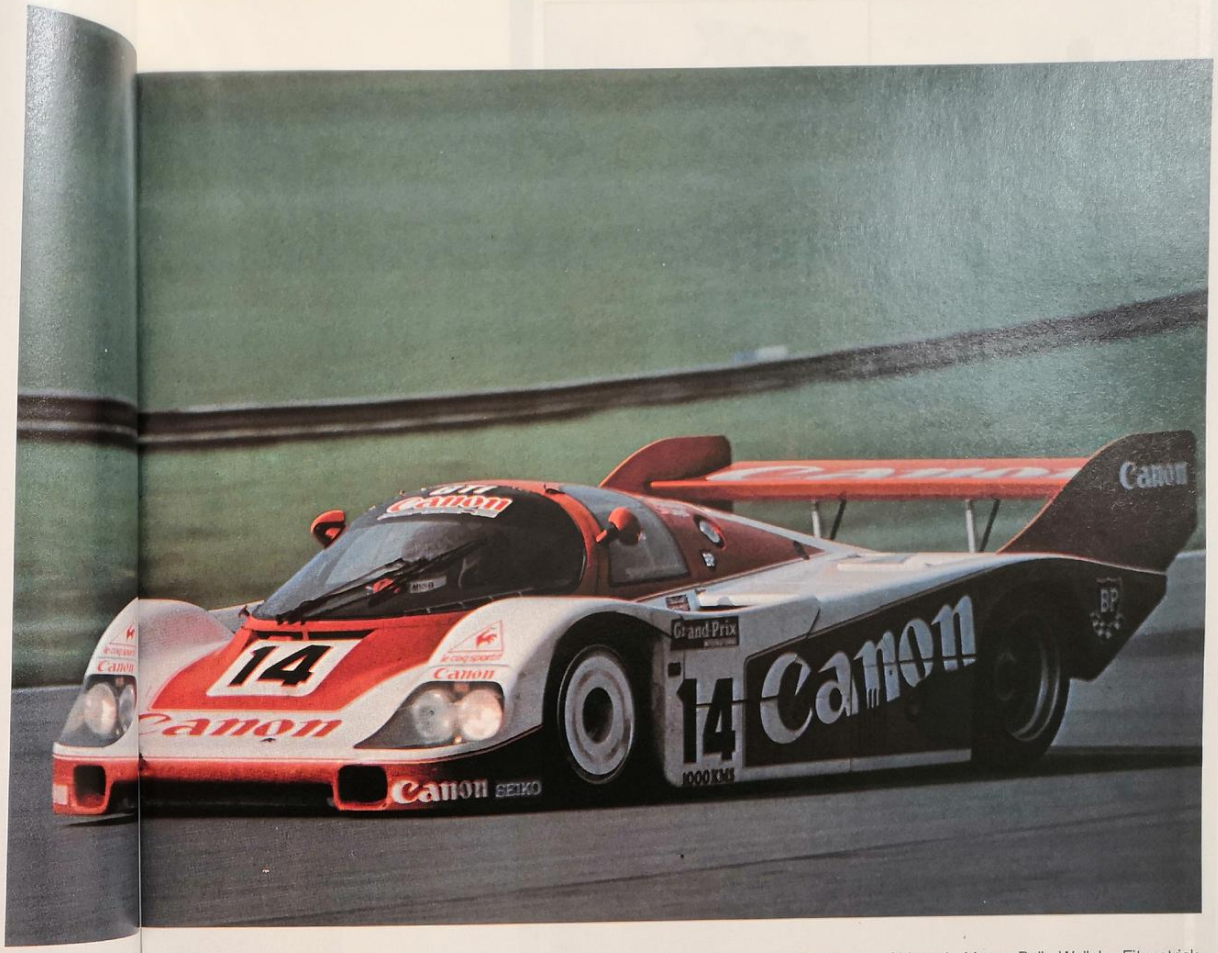




Upsetting all expectations, their tyres held out. It was serious overheating in the engine compartments which finished the two Lancia LC2s: they stopped simultaneously for investigations in their pit, drivers still at the wheel, before finally retiring. (photo:

Frank Williams and Alan Jones look unconcerned as they pose in front of the Kremer management; Hans Heyer qualifies the Belgian Porsche 936J; Stefan Bellof taking over to begin his final, victorious stint while one of the Martin brothers offers his advice to Antoniella Mandelli; at the same time Harald Gröhs, Jurgen Lässig's lead driver, laughs at the unexpected excursion of the unfortunate Jochen Mass... (photos: B. Asset, First Line and DPPI)





The regular driver of Richard Lloyd's Porsche, Dutchman Jan Lammers (at the wheel), was supported by Belgium's Thierry Boutsen. Third place at Silverstone boosted Thierry into 2nd place in the WEC Drivers' points table. (photo: B. Asset)

With Lancia seriously handicapped, and therefore without any chance of winning, it was the performances of the different Porsche 956s which provided the interest when official qualifying began on Saturday morning. With the track still wet from an overnight soaking, times weren't enormously spectacular, and when the skies opened again after 60 minutes of the 90 minute session it was John Fitzpatrick's 1m 17.62s lap in the J David sponsored 956 which headed the official list in front of Ghinzani, Mass, Patrese and Wollek. The final session didn't start until late in the afternoon, by which time the track was dry despite threatening clouds overhead. The Lancia engineers were still playing about with bits of heat shield and Ghinzani was trying to use Dunlop tyres without anyone noticing for another back-to-back comparison. Meanwhile the Jöst/Malboro 956 was being used to embarrass the works Rothmans twosome. Wollek held "pole" for a long time with 1m 15.42s, but suddenly Ickx slipped in a 1m 15.30s, so it looked as though someone might shave off a few tenths and perhaps take pole with a low "15," or possibly a "14." There were incredulous looks all round, therefore, when newcomer Bellof's name appeared on the timekeeping sheets next to a time of 1m 13.15s, delighting the works team and putting glum looks on all the privateer's faces.

"Must be a qualifying engine, specially for Bellof," grumbled the Jöst crew, who were getting ready to send out Johansson on soft rubber. There was no question of him being able even to approach Bellof's time, but at least he could make sure that the Marlboro car started from the front row. With a splendid 1m 15.10s the skinny Swede had something to smile about.

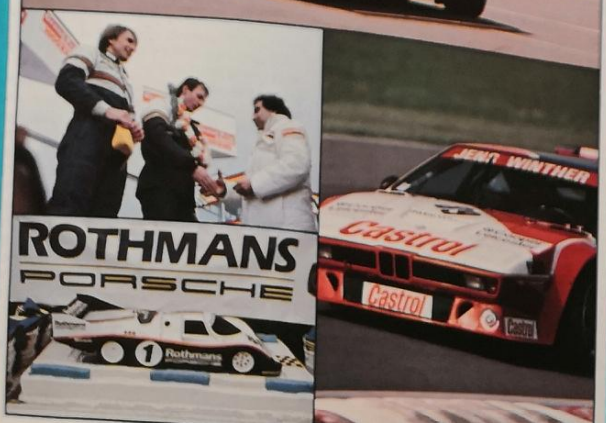
With two Porsches behind him, Alan Jones on the sixth row of the grid had hardly been disgraced in his first endurance race. His achievement was all more remarkable when one knows that the "long tail" body of the GPI 956 gives about 40 per cent less downforce than was available to the drivers of the six 956s in front of him on the grid.

The start on Sunday was scheduled for midday. A morning shower had soaked the track, which was still damp for the start. All the leading runners chose to start on slicks, with three exceptions. The Lancias settled for wets, while the GPI entry was fitted with "intermediate" grooved slick Goodyears. Thus, provided it didn't suddenly rain, the pattern for the first half hour was programmed before the race had even begun: the Lancias would quickly go ahead, only to be reeled in by Jones as the track dried out. The Australian wouldn't stay in front for long, though, as a pack of Porsches caught him thanks to their slicks. With the threatened rain deciding to fall in another county, that in fact is exactly what happened. On the first lap Alboreto was leading Ghinzani, Mass, Bell, Wollek, Fitzpatrick, Jones, Duez and Larrauri (both on wets), then Heyer, Lammers, Stuck, Mallock and Plankenhorn, etc. By lap 13 the Lancias' race was effectively over and Jones went into the lead, where he stayed until the end of lap 18.

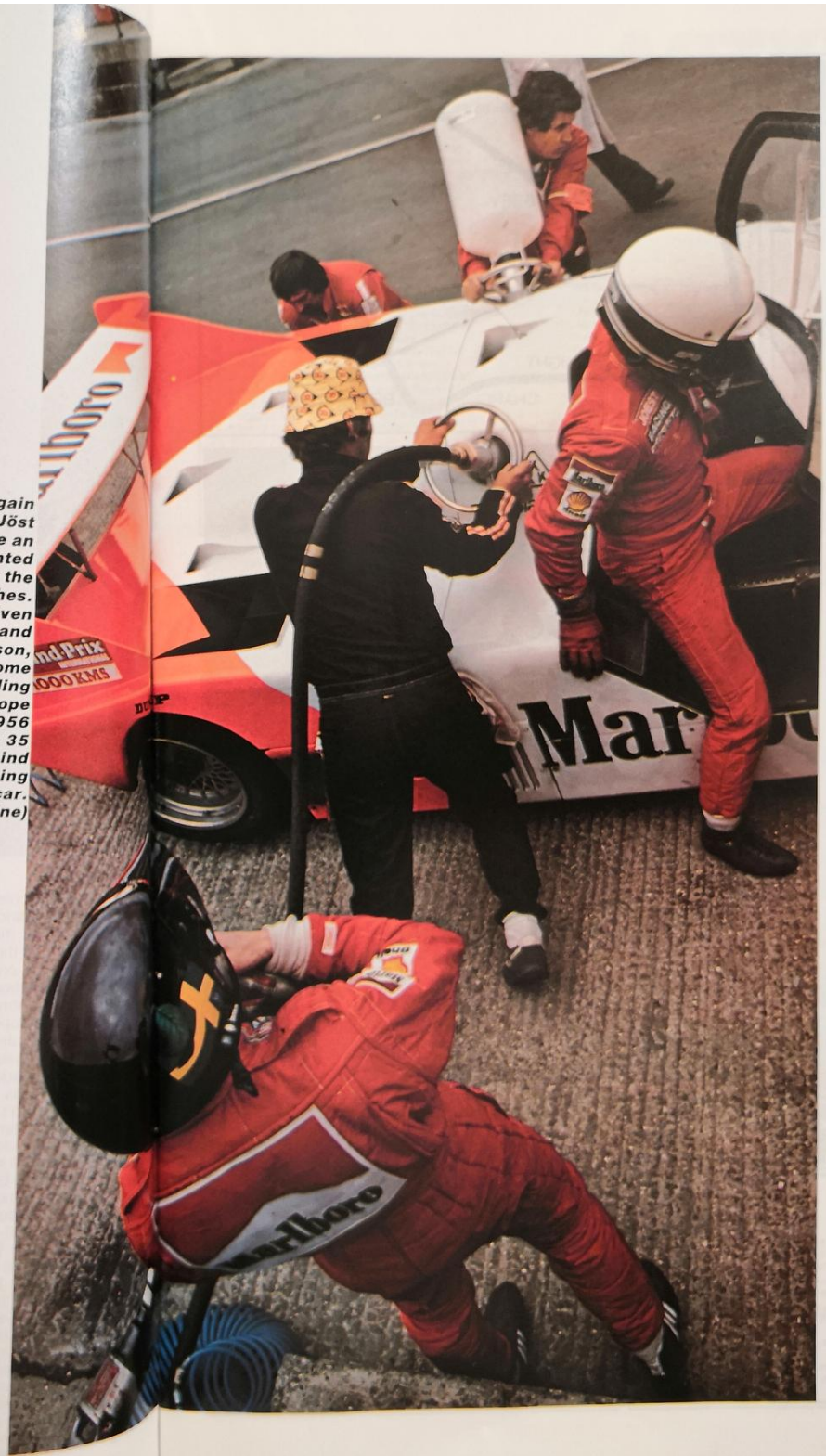
By the time the first pit stops started the sun was trying to come out and the race was beginning to take shape. The serious racing, though, did not involve the works Lancias now that everyone was switching to the same type of tyre. The Italian cars were in serious overheating trouble which was causing the entire cooling system to pressurise. Ironically, their tyres (now protected from the heat of the turbochargers) were in excellent shape in the cool conditions and it was the engines which were giving trouble.

This enabled the race to develop into a splendid one-make scrap, albeit without Henn and Heyer, both of whom were early casualties with engine failure. Nor was it long before the contest became, in effect, a three-horse affair: the two "official" Porsches of Ickx/Mass and Bell/Bellof against the Jöst entry of Wollek/Johansson, the latter despite some inexplicable handling problems. Also dropping back were the Kremer/GPI entry, handicapped by its long tail, and the "Canon" car, which refused to engage third gear. Fitzpatrick, too, had started the first of an endless series of pit stops which failed to make any impression on a major fuel injection fault.

The colours of the winner's helmet are almost the same as GP1's; a nice example of that living legend in cars, the E-type Jaguar; Rothmans' first candle in the 1983 Endurance season; the Editor studies the booty won by Derek Bell and Stefan Bellof; Truffo's off-road excursion in one of the Lancia LC1s; and let's not forget Jöst—seen signalling to his second 956 (sponsored by "New Man"), which broke its engine—or the BMW M1 which won the Group C class...
(photos: DPPI, First Line and B. Asset)



Once again Reinhold Jöst proved to be an unwanted headache for the works Porsches. Brilliantly driven by Bob Wollek and Stefan Johansson, who had some serious handling problems to cope with, his 956 finished a mere 35 seconds behind the winning factory car.
(photo: First Line)



The excitement nevertheless remained high, especially at the end of each driver's stint, when economy requirements would sometimes oblige them to feather the throttle pedal. It's in this department that the Jöst team has shown itself to be more skilled than the works, whose drivers were sometimes doing their last couple of laps before refuelling with their engines misfiring, obviously close to running out of juice altogether. After two and three-quarters of an hour of racing, with three of the five allotted refuelling stops behind them, the battle was getting even hotter. Bellof, Johansson (now with his rear wing adjusted to the "flat" position in an attempt to cure its appalling oversteer) and Mass were covered by only five seconds.

The 30,000 spectators were obviously on their toes in anticipation, although it was not to be very long before Mass disappeared from the fray. As so often happens at this one-time airport, a sudden shower of rain hit the circuit, filling a dip in the road with water and forming a deep puddle. Virtually the same thing had happened towards the end of the 1975 British GP at the same circuit, leaving a good dozen cars in the catch fences. *"I saw the road surface glistening in front of me,"* said Boutsen later. *"It would have been suicide to have braked, so I just used the gears to slow down as best I could. By the time I'd got it into first the car was almost stationary, but it still seemed to be all over the road. The water must have been at least a couple of inches deep."*

Battling for the lead, Bellof and Johansson had just managed to miss the puddle, but it caught Mass. Not for the first time at Silverstone the unfortunate Jochen was walking back to the pits, leaving his Porsche by the wayside, this time hard up against a barrier. From this moment onwards the race turned into a straight duel. Bell/Bellof were only a matter of seconds ahead, while Wollek/Johansson scratched back a few fractions of the gap that separated them, particularly when they were getting ready to make their pit stops for fuel. When the two cars went in to the pits for the last time the gap was 18.5 seconds, enough to encourage the thought that this race might provide one of those famous "Silverstone finishes" of which the local commentators are so proud. It was not, alas, to be so, because the rear wing of the Jöst-Porsche had been flattened so much that now the car was actually oversteering on full tanks. There was nothing now that Johansson could do about the leader, and the gap between them after 212 laps had grown to 35.12 seconds. After the crushing defeat at Monza, this was reassuring vengeance for the Porsche. For Bellof in particular it was a triumph in only his second ever endurance event (he was at Spa last year with Kremer) and a remarkable success for a man making his debut with the factory team. Seven laps behind the two duellists were Boutsen/Lammers, with Lässig/Plankenhorn/Gröhs and Jones/Schuppan 11 laps adrift. Well behind the five 956s were Cleare/Dron in the CK5 and Mallock/Salmon with the Nimrod Aston. The latter crew had fallen prey to that other familiar Silverstone hazard, having hit a hare which did enough damage to their front bodywork section to cause a long stop. Historically-minded readers will remember that it was a Silverstone hare which once prevented the late Jean Behra from winning a race there for BRM. Time may change but the hares continue to run in the British Midlands...

Didier Braillon

SILVERSTONE 1,000 KMS

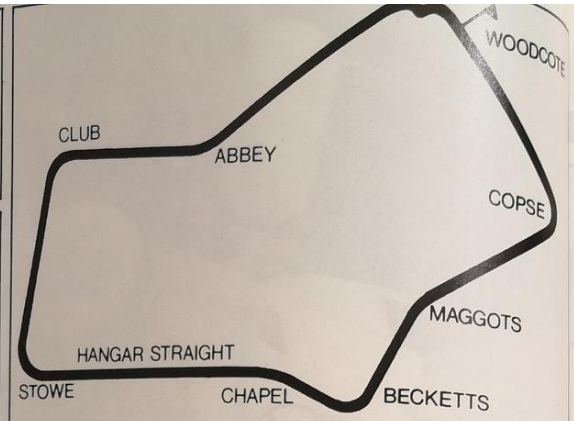
World Endurance Championship, round two
Date: 8 May 1983.
Official race title: Grand Prix International 1,000 kms.
Distance: 212 laps of 2.9-mile (4.7 km) circuit.
Weather: Cloudy with scattered showers.
Attendance: 30,000 spectators.

STARTING GRID

8-Porsche 956 Wollek-Johansson 1'15"10	**2-Porsche 956 Bell-Bellof 1'13"15**
4-Lancia LC/2 Alboreto-Patrese 1'16"03	1-Porsche 956 Ickx-Mass 1'15"30
11-Porsche 956 Fitzpatrick-Hobbs 1'17"62	5-Lancia LC/2 Ghinzani-Fabi 1'17"43
18-Porsche 956 Lässig-Plankenhorn-Gröhs 1'18"13	12-Porsche 956 Schickentanz-Merl-Heyer 1'18"01
21-Porsche 956 Jones-Schuppan 1'18"78	14-Porsche 956 Lammers-Boutsen-Lloyd 1'18"27
35-Ford Sauber SHSC6 Stuck-Brun 1'21"88	47-Porsche 956 Henn-Edwards-Keegan 1'20"59
51-Lancia LC/1 Sigala-Larrauri 1'22"26	42-Porsche Kremer CK5 Cleare-Dron 1'22"13
15-Porsche 936J Martin-Martin-Duez 1'23"96	39-Aston Martin Nimrod Mallock-Salmon 1'22"70
52-Lancia LC/1 Castellano-Truffo 1'25"22	41-Aston Martin Emka C83 O'Rourke-Allam-Needell 1'24"45
60-Mazda 717C Terada-Lovett 1'29"22	63-Giannini Alba Finotto-Facetti 1'26"47
89-BMW M1 Winther-Mercer-Braun 1'36"17	55-Ford De Cadenet Lola Wilds-Duret-Harrower 1'28"52
92-Porsche 930 Memminger-Kuhn-Weiss 1'40"29	88-BMW M1 Jurgensen-Dören-Mandelli 1'36"60
98-Porsche 911 Schiller-Steckkönig 1'42"90	93-Porsche 911 Cooper-Smith-Ovey 1'41"00
91-Porsche 930 Smith, Haas-Gall 1'43"92	95-Porsche 911 Alméras-Guillot-Biancone 1'43"96
	62-Mazda Harrier Baker-D. Palmer-Blackburn 1'43"96

PREVIOUS WINNERS:

1976: John Fitzpatrick-Tom Walkinshaw/BMW 3.5 CSL
1977: Jacky Ickx-Jochen Mass/Porsche 935-77
1978: Jacky Ickx-Jochen Mass/Porsche 935L
1979: John Fitzpatrick-Bob Wollek-Hans Heyer/Porsche 935
1980: Alain de Cadenet-Desiré Wilson/de Cadenet-Cosworth
1981: Harald Grohs-Walter Röhrl-Dieter Schornstein/Porsche 935
1982: Riccardo Patrese-Michele Alboreto/Lancia Martini
NB: The above races were all of six hours duration.

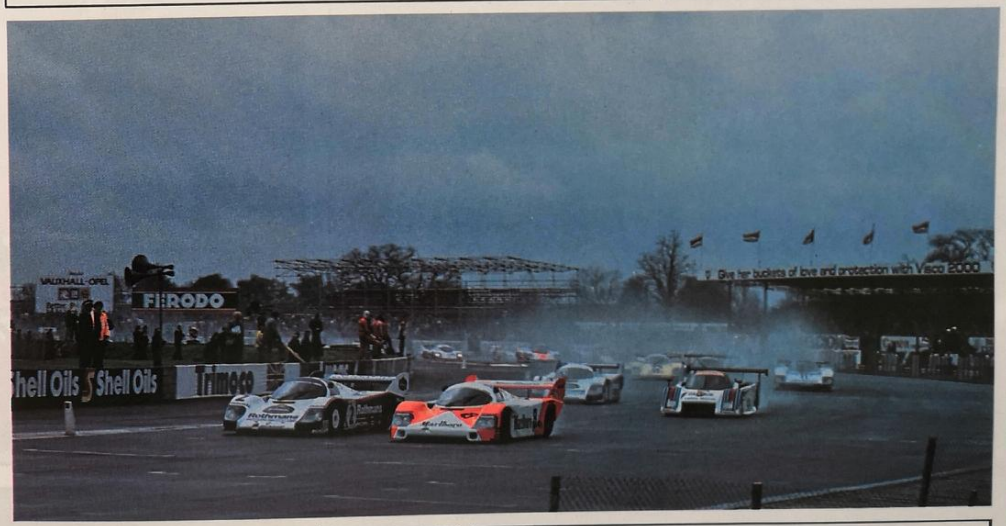


RESULT

1. Porsche 956/Bell-Bellof covered 212 laps (621.58 miles, 1,000.22 km) in 5hr 2m 42.93s (avge 123.2 mph, 198.3 km/h)

2. Porsche 956	Wollek-Johansson	35.12s behind
3. Porsche 956	Lammers-Boutsen	205 laps
4. Porsche 956	Lässig-Plankenhorn-Gröhs	201 laps
5. Porsche 956	Jones-Schuppan	201 laps
6. Porsche-Kremer CK5	Cleare-Dron	197 laps
7. Aston Martin Nimrod	Mallock-Salmon	184 laps
8. Porsche 956	Fitzpatrick-Hobbs	180 laps
9. Giannini-Alba	Finotto-Facetti	172 laps
10. BMW M1	Winther-Mercer-Braun	169 laps
11. BMW M1	Jurgensen-Dören-Mandelli	169 laps
12. Ford de Cadenet-Lola	Wilds-Duret-Harrower	167 laps
13. Aston Martin EMKA	O'Rourke-Allam-Needell	165 laps/retired, suspension
14. Porsche 911	Cooper-Smith-Ovey	159 laps
15. Porsche 930	Memminger-Kuhn-Weiss	149 laps
16. Porsche 911	Schiller-Steckkonig	148 laps
17. Porsche 956	Ickx-Mass	114 laps/retired, accident
18. Lancia LC1	Castellano-Truffo	98 laps/retired, accident
19. Lancia LC1	Sigala-Larrauri	94 laps/retired, head gasket
20. Porsche 936J	Martin-Martin-Duez	77 laps/retired, transmission
21. Lancia LC2	Alboreto-Patrese	74 laps/retired, overheating
22. Porsche 956	Schickentanz-Merl-Heyer	74 laps/retired, engine
23. Porsche 956	Henn-Edwards	54 laps/retired, engine
24. Lancia LC2	Ghinzani-Fabi	54 laps/retired, overheating
25. Mazda 717C	Terada-Lovett	32 laps/retired, loose wheel
26. Ford Sauber SHSC6	Stuck-Brun	32 laps/retired, gearbox
27. Porsche 911	Alméras-Guillot-Biancone	7 laps/retired, engine

Did not start:
Porsche 930/Smith-Haas-Gall,
Mazda Harrier/Baker-D Palmer-Blackburn



Fastest lap: Patrese/Lancia LC2,
in 1m 18.39s, avge 134.6 mph, 216.7 km/h
Group C class: Porsche 956/Bell-Bellof
Group C Junior class: Giannini-Alba/Finotto-Facetti
Group B class: BMW M1/Winther-Mercer-Braun

LAP LEADERS

Lap 1: Lancia LC2/Alboreto-Patrese
Laps 2-10: Lancia LC2/Ghinzani-Fabi
Laps 11-12: Lancia LC2/Alboreto-Patrese
Laps 13-18: Porsche 956/Jones-Schuppan
Laps 19-37: Porsche 956/Ickx-Mass
Lap 38: Porsche 956/Bell-Bellof
Lap 39: Lancia LC2/Ghinzani-Fabi
Laps 40-72: Porsche 956/Ickx-Mass
Lap 73: Porsche 956/Bell-Bellof
Lap 74: Porsche 956/Wollek-Johansson
Laps 75-106: Porsche 956/Ickx-Mass
Lap 107: Porsche 956/Bell-Bellof
Laps 108-111: Porsche 956/Wollek-Johansson
Laps 112-147: Porsche 956/Bell-Bellof
Lap 148: Porsche 956/Wollek-Johansson
Laps 149-182: Porsche 956/Bell-Bellof
Lap 183: Porsche 956/Wollek-Johansson
Laps 183-212: Porsche 956/Bell-Bellof

WORLD ENDURANCE CHAMPIONSHIP (DRIVERS)

1. Wollek	35 pts
2. Boutsen	32 pts
3. Bell	24 pts
4. Bellof-Lässig-Plankenhorn	20 pts
7. Lammers	18 pts
8. Ickx-Mass-Johansson	15 pts
11. Stommelen-Heyer-Schickentanz	12 pts
14. Fitzpatrick-Hobbs	11 pts
16. Gröhs-Barth	10 pts
18. Jones-Schuppan	8 pts
20. Lloyd-Needell-Cleare-Dron	6 pts
24. Holbert-Mallock-Salmon	4 pts
27. Truffo-Sigala	3 pts
29. Alboreto-Patrese-Facetti-Finotto	2 pts
33. Dören-Jurgensen-Winther-Mercer-Braun	1 pt

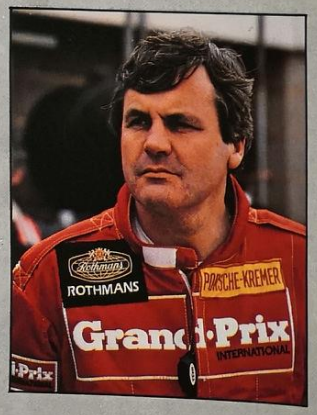
WORLD ENDURANCE CHAMPIONSHIP (MAKES)

1. Porsche	40 pts
2. Aston Martin	4 pts
3. Lancia	3 pts
4. Giannini-Alba	2 pts

EXTRA, EXTRA

ALAN JONES COLUMN

You will not be surprised to hear that the best part of the *Grand Prix International* 1,000 kms at Silverstone — both for me and for everyone at GPI — was the couple of laps at the beginning when I managed to put the GPI-sponsored Kremer Porsche 956 into the lead. The car was at its best thanks to the engineers from Goodyear Deutschland, who gave us more co-operation at Silverstone than I got from their Australian counterparts throughout 1982. In the wet/dry conditions prevailing at the beginning of the race the Goodyear grooved slicks were just the right tyres to have. It was certainly very satisfying to overtake a long distance expert like Jochen Mass and then to make up a gap of more than 20 seconds on Alboreto in the very powerful Lancia-Ferrari to take the lead.



I'm still learning a lot about endurance racing. I had some fun back home in Australia last year racing a Porsche 935, but it's not the same as European endurance racing, which needs a large and efficient team. For Silverstone I had my old buddy Vern Schuppan as my co-driver, and we had the Kremer brothers' very capable crew looking after the 956 in the pits.

For me it was all rather nostalgic. I first visited England in 1967, as a teenager, and a trip to Le Mans was a "must" for a party of young Australians which included me. I can't honestly remember who won the race, but I'll never forget the atmosphere at night in the "Village", watching the sideshows and drinking fizzy French beer at those bars. We had driven over to Le Mans from England in a converted van fitted out with bunk beds. But we were so excited that none of us got much sleep... The 956 is a remarkable car. It has a proper door with a proper catch: you lift the handle, climb in, insert the key and start up the engine. If it wasn't so difficult to get into, you might imagine that you were en route to the supermarket. The engine ticks over nicely, and once you've been strapped in you can tootle off down the pit lane on to the track. Next thing you know, you're doing 190 mph down the back straight...

The Porsche factory even provides a handbook with every racing car. The one that came with the 935 went into such details as the difference between understeer and oversteer (very useful when you're spinning off backwards into the guardrail). But, incredibly, no Porsche racing car is delivered with brakes or roll bars that can be adjusted by the driver from the cockpit. When you think of all the changes which the weather can throw at you in the course of a six hour race, it seems crazy not to be able to make the car faster and easier to drive. Apparently the famous computer at Stuttgart has informed the management that racing drivers are too stupid to be trusted with the mechanical adjustment of their cars.

As you will see from the results, Vern and I managed to finish fifth at Silverstone. It would have been unrealistic, I think, to have expected us to be competitive with the works car in first place or the Jöst car which finished second, but I think we could have finished a good third if we had been given suitable equipment. For this I hold "Superfrog" responsible. He's GPI's Publishing Director, Michel-Alain Konig, who set up the whole deal for me to race with your favourite magazine. And although Michel was kind enough to get me kitted out in beautiful red overalls and kangaroo skin red boots, he was too mean to pay for the special "short tail" bodywork which all but a couple of the nine 956s at Silverstone were using.

Actually, to be serious for a moment, the "short tails" have only recently become available to private Porsche entrants. The long tail body fitted to our car is only really effective for Le Mans, with its enormously long straight, and offers about 40 per cent less downforce than the new short tail. In terms of lap times that's about two seconds or more — and over 1,000 kilometres, 212 laps of Silverstone, it means that we had to expect to lose at least four laps. Still, everything worked out nicely for me, even the weather! It was, of course, brilliant judgment to have selected those grooved slicks for the beginning of the race, but I felt rather sorry for poor old Vern when I handed over to him, because by then the track was drying out and our team manager decided, quite rightly, to fit full slicks. It immediately rained! Having already driven for more than an hour, my reaction was to jump in my road car and head off back to the hotel. It came as a bit of a shock when they told me that I could go off to have a cup of tea, but they expected me to come back and drive it again...

A lot of people are asking me what my racing plans are for the rest of the season. It's difficult to say at the moment, although I have definitely got a taste for endurance racing and would like to do some more. I thought that the racing was good and and the atmosphere at Silverstone very enjoyable: if the right opportunity comes up I shall be glad to drive a 956 again. At the moment we're talking about Le Mans, but no decision has been made yet.

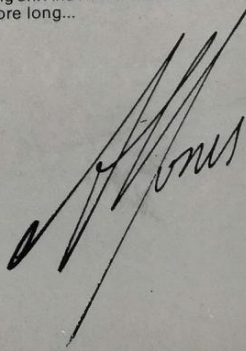
But I don't want to forget that the reason why I came back to racing was to do Formula 1. Grand Prix racing is still my aim, although for the time being it looks as though there aren't going to be any suitable openings for me. My option with the Arrows team expired on May 3, so I'm free to sign with anyone else. If the Arrows people can produce the right sort of sponsorship I shall be happy to race with them again. But as I've told Jack Oliver, the money must be enough not only to pay me but also to enable us to go testing seriously and to make sure that we get our hands on a suitable turbo engine for 1984. Physically I'm now in better shape than I was when I raced at Long Beach. There are still a couple of steel pins in my left hip, but they don't give me too much trouble. I can, in fact, do a bit of running, and I'm starting to lose weight again.

Incidentally, I haven't been wasting my time for the past few weeks, because I've been making a film all about racing for Australian TV. It's called "Ten-Tenths", and many of the scenes have been shot using one of last year's McLaren MP4s (actually the car which Niki crashed at Detroit) with me doing the driving. Much to everyone's surprise I didn't have any trouble at all fitting myself into the McLaren's cockpit, but the toughest part of being in a film like this, I have found, is the number of hours that you spend doing nothing. Several times, for example, I was hauled out of bed at 6am, got my make up (yes, really!) applied... and then had to wait until 11.30 or so before I was called up for the cameras.

When I tell you that we made some of the film at Snetterton, which must be the coldest racing circuit on God's earth, you will understand why I started to reconsider my decision to return to racing. Snetterton, I promise you, made me reflect very carefully over all the reasons why I decided to return to Australia at the end of 1981...

It now looks as though I shall be going home anyway. All I'm waiting for is the right phone call, and since all the important people in racing have been given that number I think it will be much more comfortable to be sitting at home when (or if) the call comes through.

Meanwhile, let me just say that I have enjoyed being back. I know that racing is what I want to do. I may not be staying in Europe for the rest of the year, but I shall be staying in touch with everything that's going on. And I know that I'll be back again before long...

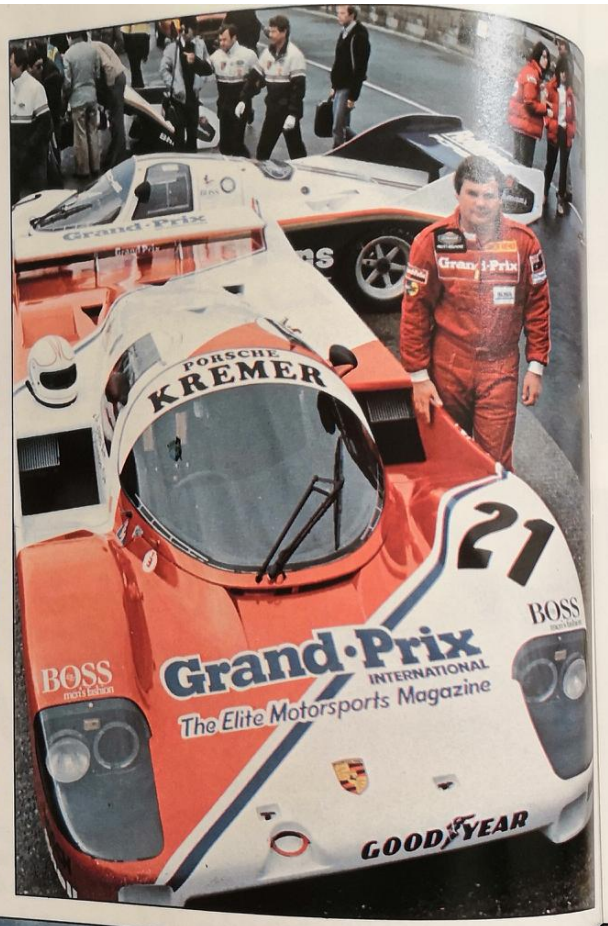


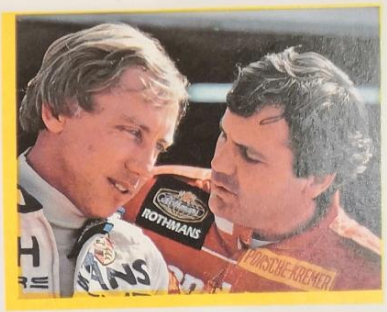
QUICK COLUMNIST

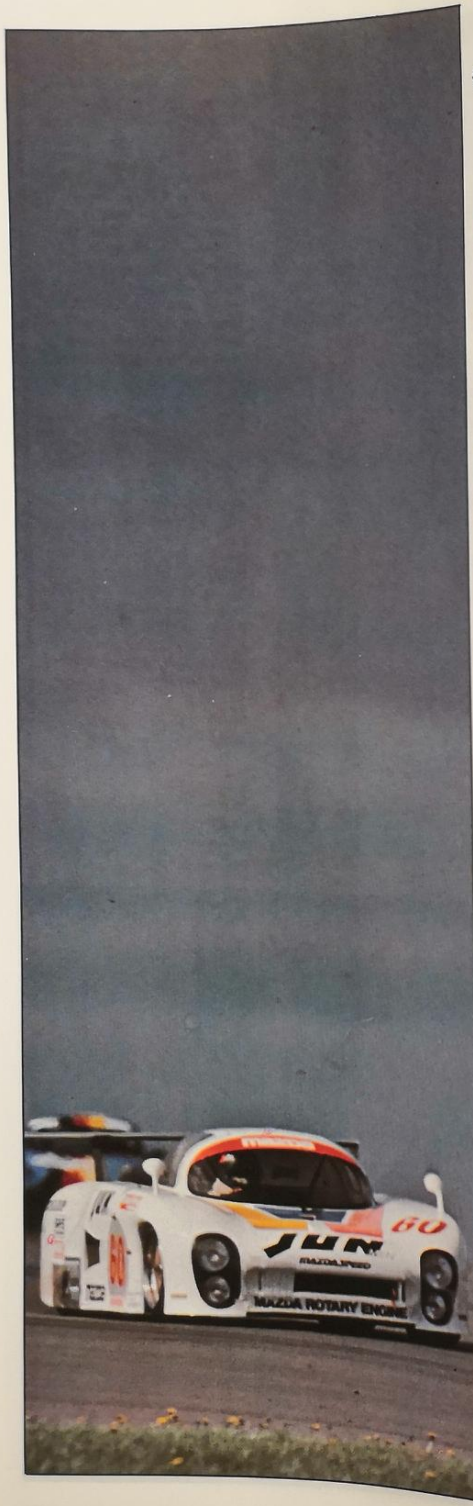
By supporting a Porsche 956 prepared by the Kremer brothers for Silverstone, Grand Prix International has become a sponsor at the highest possible level. Behind the wheel of the German supercar we had Alan Jones, a former and current GPI columnist who has always had a distinctive way with words... The car was a bit too new, and its "Le Mans" type long tail didn't produce much downforce, so there wasn't really a chance of us winning our own race. Nevertheless, Alan and his co-driver Vern Schuppan made sure that we had something to show for our first venture into world championship racing. Thanks to a judicious choice of tyres at the start, on a wet track, we were happy to see Alan leading briefly, and our all-Aussie crew were still on the leader board at the finish, in 5th place.

We're delighted with this first step into racing sponsorship, so we're hoping to follow it up. There's nothing to report yet, but after his enthusiastic showing as our driver, it's on the cards that we'll be offering another drive to our man, the Australian who delivers his columns faster than anyone else's!

(Photos: B. Asset and First Line)







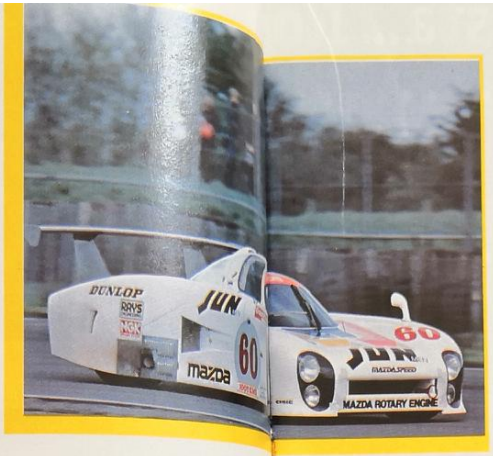
THE CHUBBY ORIENTAL

Being obliged to use no more than 55 litres (12 Imp gallons) of fuel, and then cover the same distance (just over 100 miles) as the big boys on a tankful: that's the rather peculiar (and difficult) challenge which the rules throw

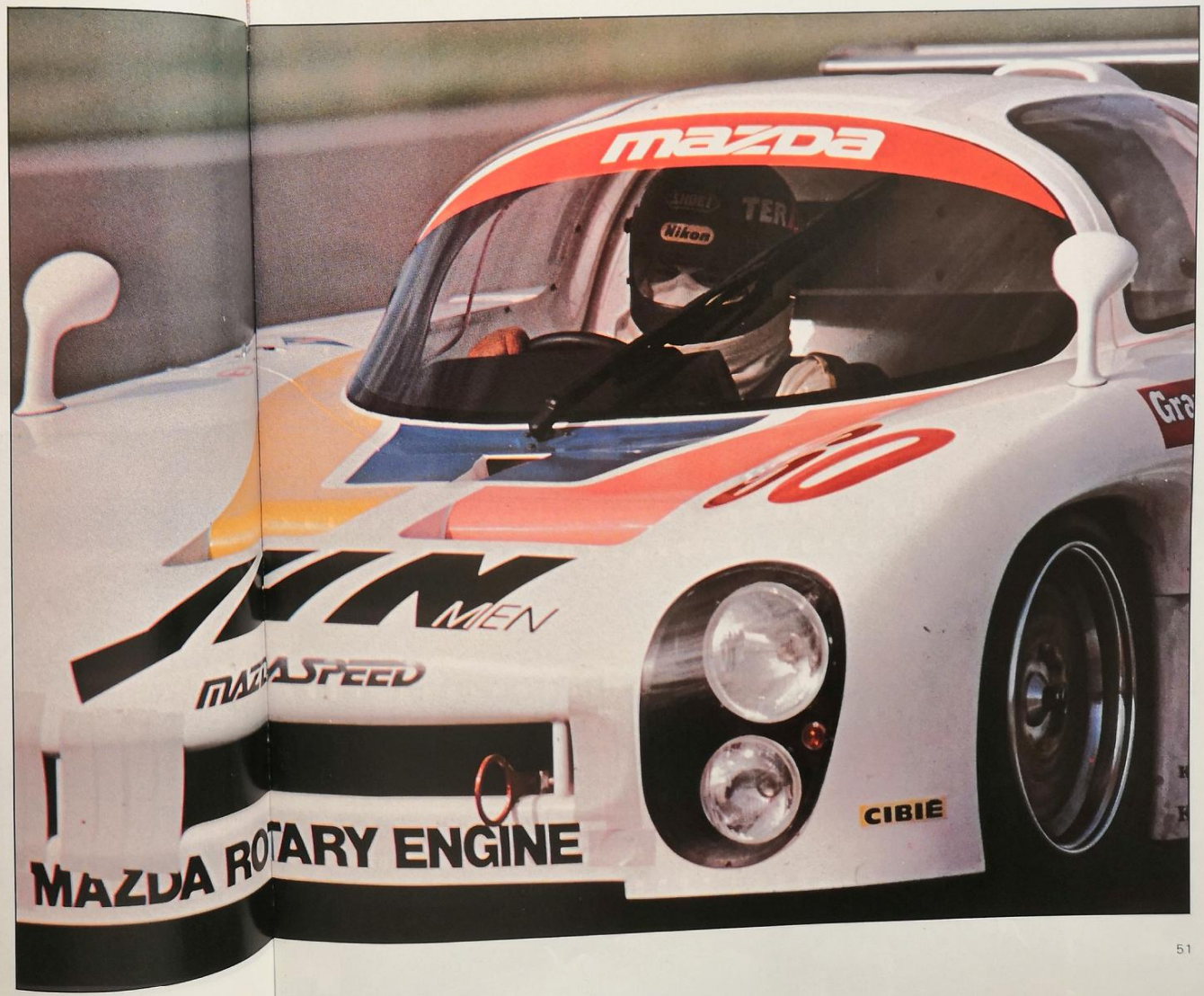
out to would-be competitors in the Group C Junior class. Most of the established constructors took one look at the Junior regulations and decided that it was impossible, or uneconomic (or probably both), to make cars. Thus it's been left to the Japanese to step in where others fear the tread.

This tubby-looking little Mazda 717C is the result of some careful calculations at Mazdaspeed, the semi-works competitions department of Mazda. Its rounded shape attracted a lot of attention at Silverstone, although its impact on the practice times and the race results could hardly be called stunning.

Like every competition Mazda that's ever been, it seems, the 717C is powered by a rotary engine which produces an almost unbearable racket. It has fuel injection and a theoretical capacity of 2600 cc. Drivers at Silverstone were Yojiro Terada (he of the Genghis Khan moustachios) and Peter Lovett, a splendidly British stalwart recruited from the ranks of the Trimoco 'saloonatics'.



The two drivers did their best to make the Mazda's debut a success, but it was not to be. During qualifying Terada was obliged to fight his way out—using all the strength of his shoulders—when the 'baby' chose to catch fire. And in the race a faulty wheel peg forced them to stop at 32 laps, before they'd even had a chance to discover if the fuel had lasted long enough... (photos: First Line, B. Asset and DPPI)



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NO REJECT!

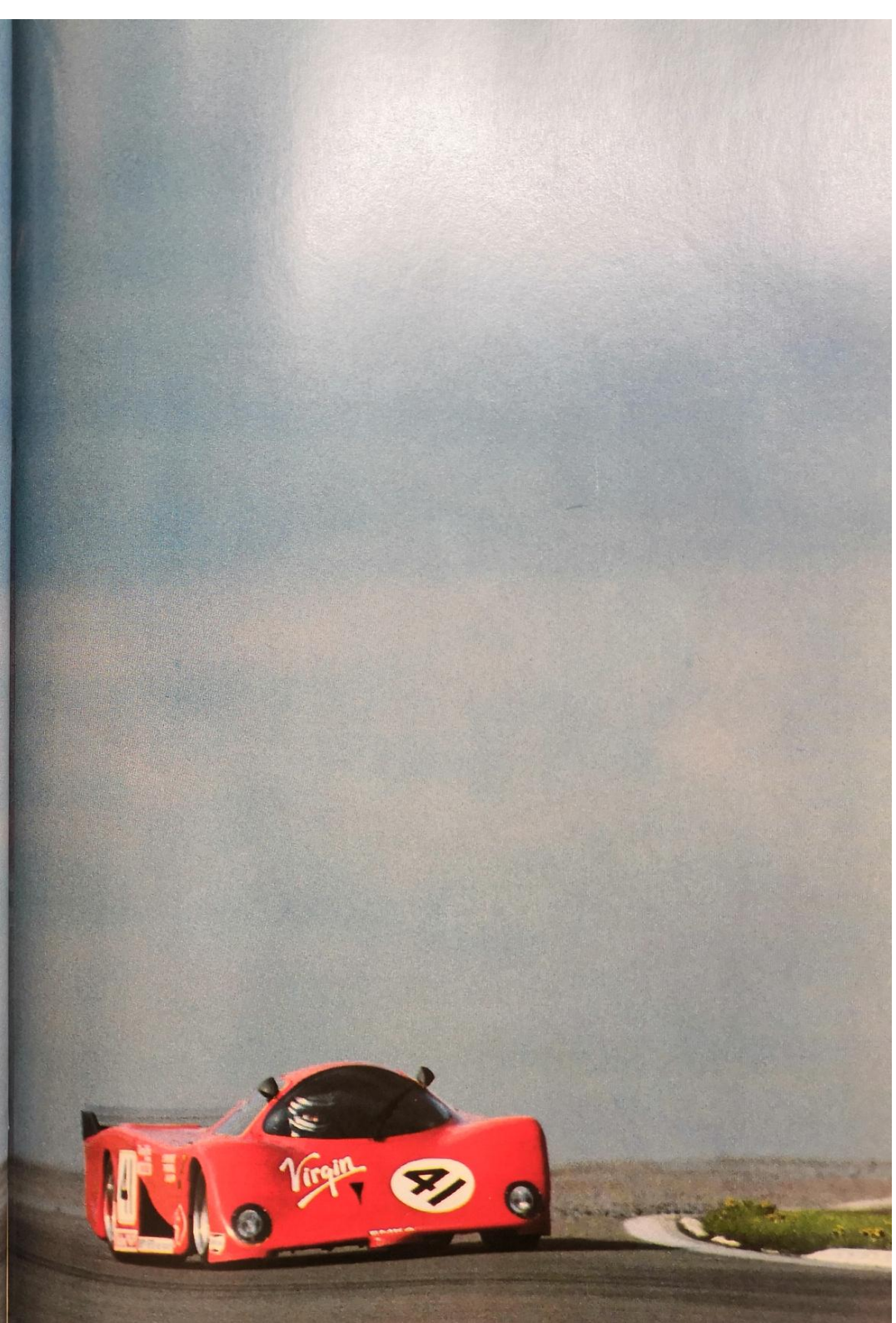
Magazine art directors will invariably discard a "sliced" photograph. At GPI, however, we pride ourselves on being photo purists when the circumstances are right. You will understand, therefore, that when Bernard Asset produced this remarkable chunk of Richard Cleare's Porsche-Kremer CK5 with its tail in flames, we ditched our arty principles and decided to publish...

THREE WHEELS ON OUR WAGON

The two Lancia LC1 coupés of the SIVAMA team (they're actually last year's open Lancia Group 6 cars converted by Bellasi to Group C specification) had a hard task facing them at Monza. Nevertheless, when they saw what the spectacular stunt which their sister car had pulled on team mates Moreschi and Castellano, Sigala and Truffo couldn't help laughing together in the pits. Well, we have to admit that they weren't laughing about missing wheels when we photographed them, but we liked the shot anyway...

SCARLET VIRGIN

With its lightweight monocoque from the drawing board of Len Bailey, its fine construction by Michael Cane and financial organisation in the hands of Steve O'Rourke, it's evident that the EMKA C83 is more than just promising. Even the engine compartment is a delight to see, for behind the cockpit is an Aston Martin engine which propels its drivers (led at Silverstone by the talented Tiff Needell) at encouraging speed.
(Photos: B. Asset)



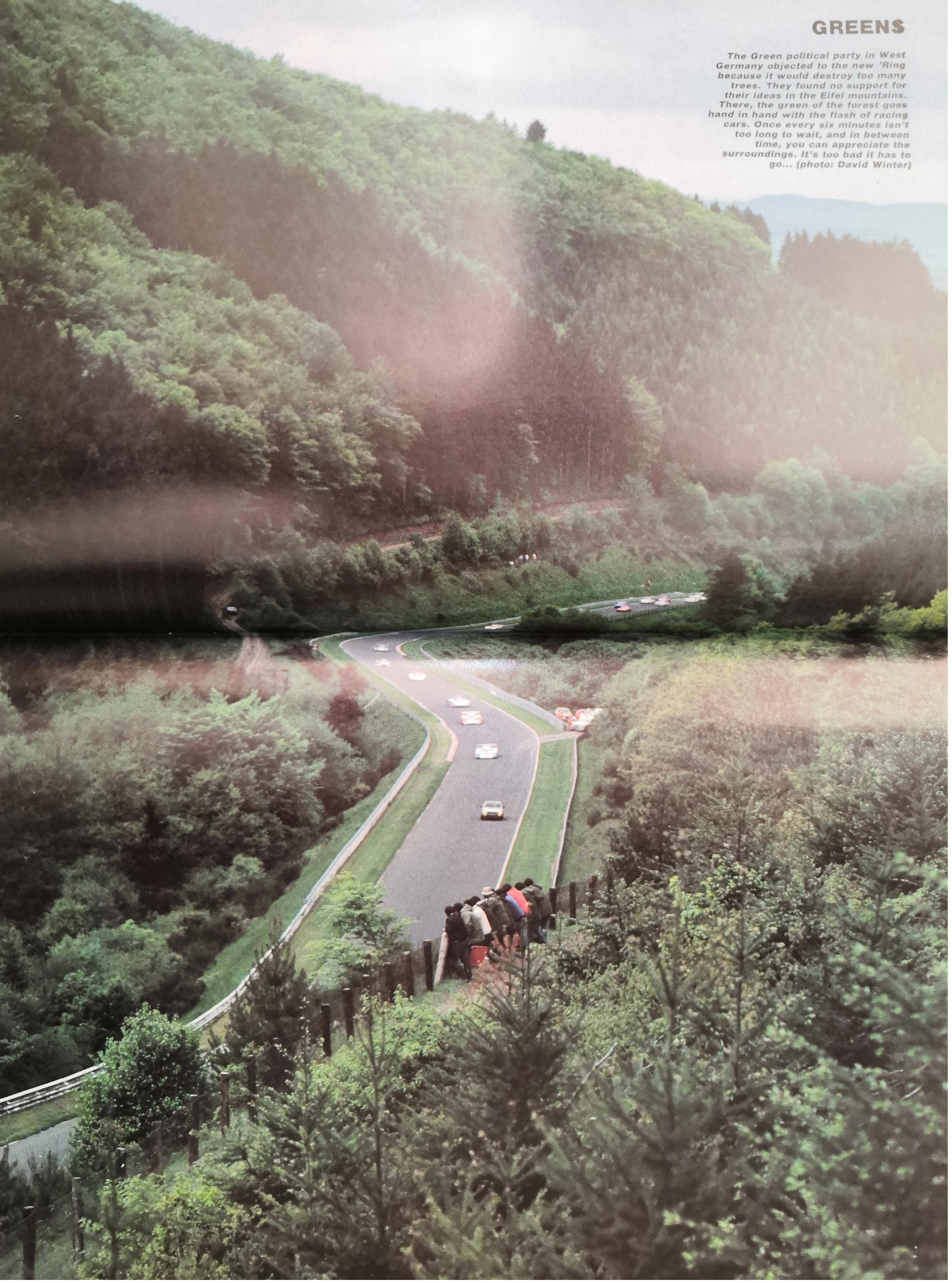
FITZ-TORTED

Cold light, so typical of Silverstone, combines with a bluish haze and a distorting fish-eye lens to inflate a couple of air bottles and an unusually rounded spectator. Believe it or not, but that's John Fitzpatrick's splendid Porsche 956. It didn't earn much glory in the race, but that's never stopped us from using a photo with the super atmosphere and artistic appeal that we expect from our greatest asset...
(Photo : Bernie, of course)

DARKNESS FALLS AND A NEW STAR RISES

The man who snatched the '82 "Endurance" title at Brands Hatch was Jacky Ickx, who amply demonstrated his abilities at Silverstone under a lowering sky during untimed practice. But Ickx was fated to not to be at the finish this time, for his co-driver Jochen Mass put the no 1 Porsche off the road when he hit a puddle during a sudden downpour. That left the road clear for the second works Porsche, and with Derek Bell as his co-driver it was the remarkable 25 year old from Germany, Stefan Bellof, who pulled success out of adversity for Porsche, demonstrating an impressive mastery of a difficult car...
(Photos: B. Asset)

GREEN$

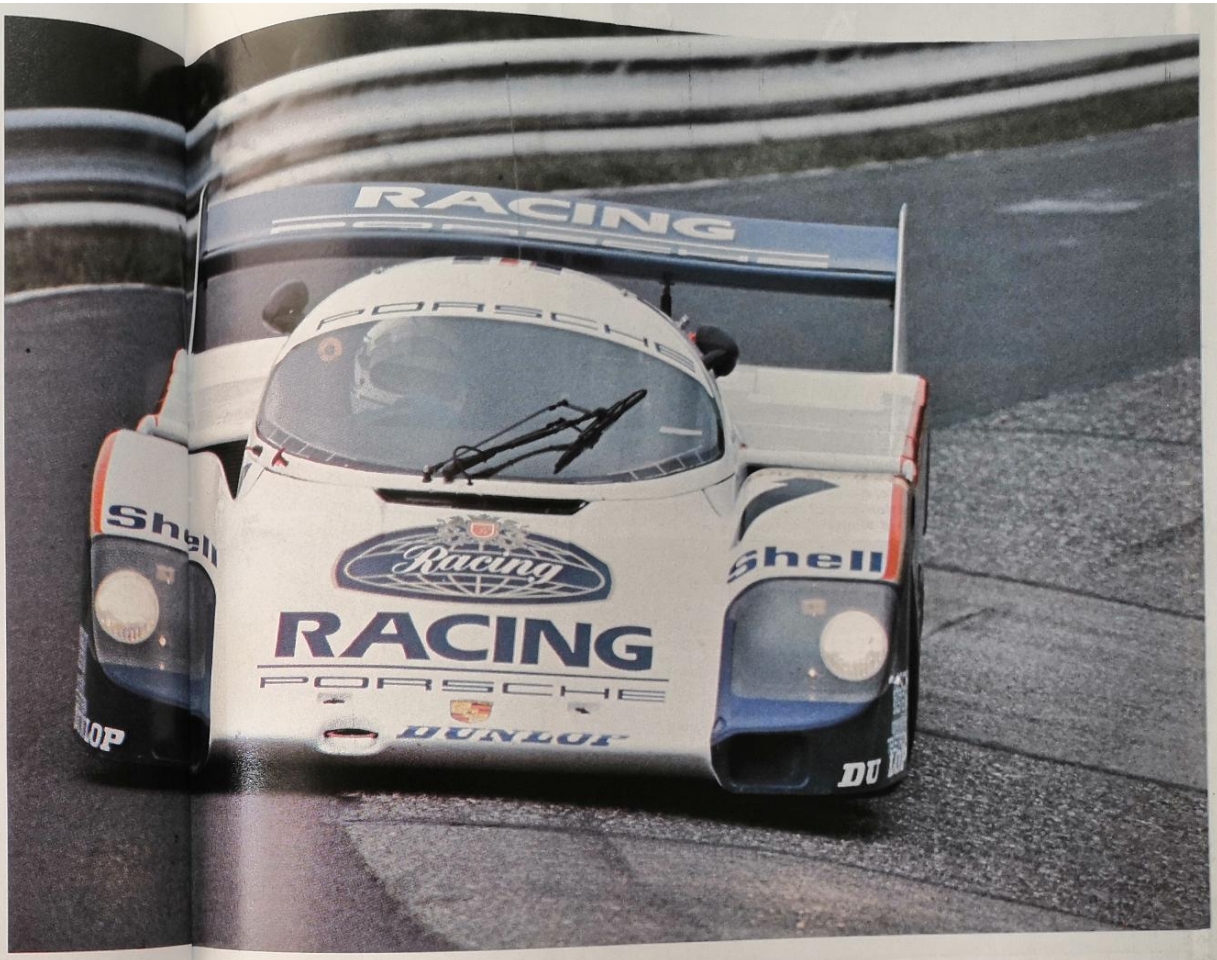


The Green political party in West Germany objected to the new 'Ring because it would destroy too many trees. They found no support for their ideas in the Eifel mountains. There, the green of the forest goes hand in hand with the flash of racing cars. Once every six minutes isn't too long to wait, and in between time, you can appreciate the surroundings. It's too bad it has to go... (photo: David Winter)

RINGMEISTER

His name goes hand in hand with the greater races in the world: the classics. And the Nurburgring is one of those. So it is only right that the name of Jacky Ickx plus that of Germany's most successful driver in recent years, Jochen Mass, should be immortalised as the last winners on the Nordschleife. Their names are in the record books. The World Endurance champion showed his worth. The 'Ring is dead, long live the 'Ring. (photos: David Winter and Bernard Asset)

NÜRBURGRING 1000 KMS



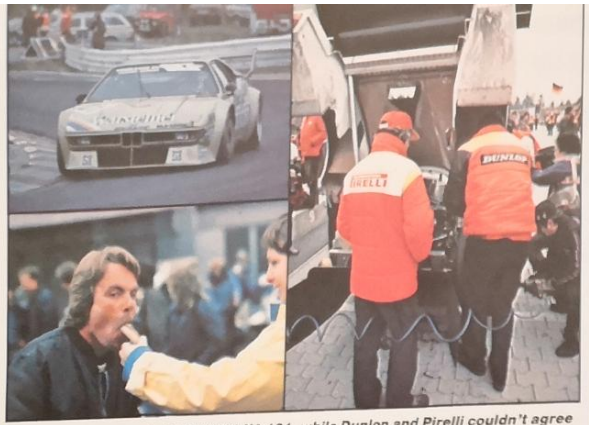
Ickx and Mass led for only eight of the 44 laps, but they demonstrated that the works Porsche 956s are now superior to the customer versions. (Photo: Peter Burn)

They've been saying it for a while, but this time it seemed true: this would be the last Nurburgring 1000 kilometer race to be held on the long circuit. Indeed, already that long circuit had been shortened by two kilometers as the old pits, control tower, south curve and all the grandstands there had been completely demolished. All that remained were the old Conti tower rising out of the rubble like some old memorial, and the Pits hotel, its covered wooden grandstand seats protected from the elements by blank boarding. The rest was just one big mud pie. History was being erased, the slate wiped clean.

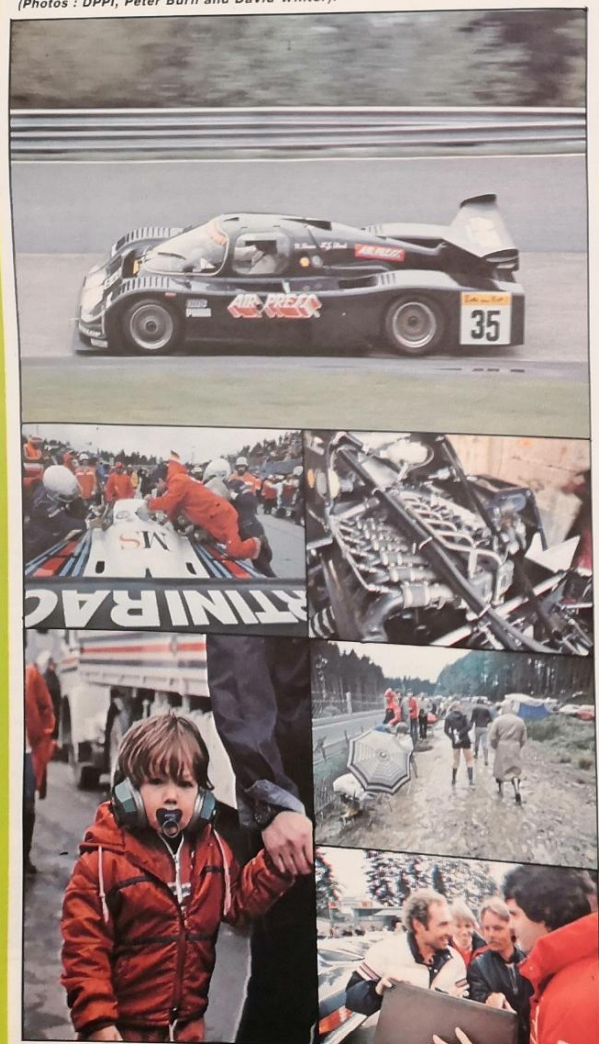
Of course, for some, that could never happen. The fans had been saying *"Ja zum 'Ring"* (Yes to the 'Ring.) for some time. Yes, they wanted the Nurburgring in whatever form. Since 1964, the Nurburgring GmbH had been trying to build a new, more practical circuit. When the Grand Prix moved to Hockenheim, the writing was on the wall: if the Nurburgring was to survive, it would have to update itself. This had already happened once, in 1972, but maintaining the 22.8 kilometer circuit as an internationally licensed circuit was costly. The alternative was to build a shorter, more practical track. A 6.6 kilometer circuit was designed. It was too expensive. In two weeks, a 4.5 kilometer circuit was mooted. The plan was accepted in January 1981. The first dig was made in November 1981, and now it is hoped that the Grand Prix will be at the Nurburgring during the first weekendof August, 1984. The cost of the new circuit will be 80,000,000 Deutschmarks, around £20,000,000, but when the new, ecologically biased Green political party attempted to veto the plan, saying it was too costly and would destroy acres of attractive countryside, they found that they gained no support in Koblenz nor in areas closer to the Eifel mountains. The 'Ring has its own mystique. It is part of the area, part of history, a way of life of its own. So this was to be the last Nurburgring 1000 kilometers on the old circuit, the last World Championship event that would embrace such landmarks as Flugplatz, Adenauer Forst, Breidscheid, Karussell, Brunnchen, Pflanzgarten and Schwalbenschwanz. A circuit of 71 corners would disappear from the international calendar. One could still pay 11 Deutschmarks to drive around it, as 100,000 people do every year, or even take part in one of the National long distance saloon car races every Sunday when there isn't an international event. Sometimes 140 cars take part in these, and they will continue next year.

But for the International brigade, this would be the last time that they would have to brave the often inclement weather over the 20.8 kilometers of the Nurburgring. We know of one journalist who only goes to the Nurburgring each year, and it usually snows when he's there. Fortunately, it didn't do that this year, but it was cold and often damp throughout the weekend. The low cloud hung in the tree tops, and the sun peeped through the clouds only occasionally. Typical Nurburgring weather; surely it's only a story that one year it was so hot that they were actually selling water?

Sadly, few Group C teams took advantage of the fact that this would be the last race. There are some who might say, *"good. I never liked the place anyway. It's too hard to learn, and the chances of a big accident are too great."* Without doubt, this and



Grohs was spectacular in BMW M1 N° 101, while Dunlop and Pirelli couldn't agree who was supplying Lancia with tyres. World Champions don't even have to buy their own bockwurst. Below, the Sehcar and its BMW turbo engine looked nice... while it lasted, and spectators had a lot to put up with. Stefan, Keke and Chico were fascinated by Jochen Mass's solar-powered briefcase, particularly those from the land of the midnight sun, which doesn't actually provide a lot of power... (Photos : DPPI, Peter Burn and David Winter).



On a damp track, Bellof leads Patrese, Wollek, Mass and the rest at the first start, but Bellof's Porsche ends up wrecked at Pflanzgarten, 20 laps later. (Photos : Peter Burn and IPA).

the proximity to Le Mans were worrying factors which kept some teams away. Furthermore, despite sponsorship from the Bitburger brewery, there appeared to be worries over start money, which kept the Jöst-run New Man-sponsored Porsche 956 back at the factory. So when official practice got under way on Saturday morning, there were just 12 Group C cars, plus one spare Porsche 956 for the works team. Making up the field were ten Group B cars, supported by various Group Two and Group One cars.

The Group C Porsche 956 entry comprised the regular two for the works, plus the regular version run by Reinhold Jöst for Stefan Johansson and Bob Wollek. Keke Rosberg ultimately found a ride with the Canon Porsche 956, joining Jan Lammers and Jonathan Palmer. His intented teammate in the New Man 956, Hans Heyer, found a ride in the Boss 956, joining Jurgen Lässig and Axel Plankenhorn which meant that Thierry Boutsen was out of a drive. John Fitzpatrick's J. David 956 had the usual pairing of Fitz himself and David Hobbs. Hobbs, along with Vic Elford, was one of the more senior citizens in the field, but David hadn't raced at the 'Ring since 1969 when he drove a Gulf Mirage-BRM with Mike Hailwood *"when it ran out of petrol while Mike was driving, much to our relief."* His memories of the 'Ring were filled with items such as *"sticking the nose in the hedge when you were sliding through Adenauer Forst,"* and *"Hatzenbach where Jimmy Clark wen t off the edge in the Lotus 23 just before the Le Mans fiasco."*

Lancia brought just one LC2, but the Martini team 'lent' the Mirabella team Piercarlo Ghinzani to sort out the brand new red LC2 which they had bought for Paulo Barilla and Alfa test driver Giorgio Francia to drive. Massimo Sigala and Oscar Larrauri were to drive the sole Sivama Lancia LC1. Making its debut at Nurburgring was the Schnitzer 3.5 BMW turbo engined Sehcar designed by Seger and Hoffman in Switzerland and built by John Thompson in England. Not surprisingly, this had the distinct look of last year's Sauber, if not more spectacular in its lines. Rolf Gotz and Peter Kroeber ultimately turned up wiht the BMW-engined URD, while the only Junior C present was the pretty Giannini-Alba for which Giorgio Stirano had designed pullrod suspension for the front and pushrod for the back since Silverstone, so that even the Silverstone engine remained in the car due to lack of time in which to change it. The only other item of interest was the inclusionof Vic Elford, three times Nurgurgring 1000 kilometers winner, in the Hans-Christian Jurgensen-owned BMW M1.

As the weather was both wet and dry, practice was something of a lottery. The bumps of the 'Ring affected various cars, principally the Boss 956 whose undertray became detached, the Canon Porsche whose nose cone began to break up, and the works Lancia which bottomed a number of times around the circuit. The Martini Lancia mechanics then packed the shock absorbers with rubber, but this meant that the car was virtually solid, and very nervous to drive. Ultimately they softened them again on recommendation from Bilstein's Hugo Emde. The Marlboro Porsche had problems with the fuel system while the new Lancia had a turbo

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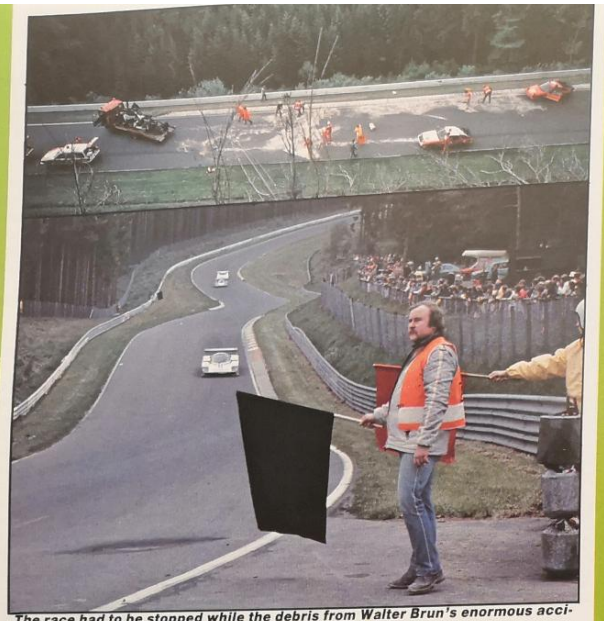


The race had to be stopped while the debris from Walter Brun's enormous accident was cleared up. Below, stopping the race gave everyone a chance to recover : Stefan Bellof described how his Porsche flew off the track, while others took liquid refreshment - after all, the race was sponsored by a brewery. For mechanics, there was a long walk from paddock to temporary pits, and they worked hard once they got there. However, sadly both Lancias went out with differential failure, including the new Mirabella-entered version, N° 6. (Photos : DPPI, David Winter and Peter Burn).

It was not to be Lancia's weekend, although they won at the 'Ring last year. Only one car was entered, but it failed to finished. But Italy provided the only Junior C car, the pretty Giannini-Alba painted in a green that matched the countryside, although the car was delayed by a leaking head gasket. Jöst's Marlboro 956 was also in trouble with no third gear, problems with fourth, and lack of turbo boost. Wollek and Johansson were lucky to finish second. (Photos : DPPI and David Winter).

break and didn't take part in the second session at all. Elford's M1 was in trouble, first of all when the gearbox broke and then when the engine dropped a valve in the afternoon. Unfortunately, the team had no spare engine so they were forced to pull out.

At the front of the field, however, Stefan Bellof was again flying. It was tempting to suggest that the boost had been turned up to give the young German pole position. A journalist had suggested this after Silverstone, but team engineer Norbert SInger refuted this strongly. *"Well, what do you think of our time today,"* asked Singer? *"Do you think we turned up the boost again? Of course we didn't. What happens when you turn up the boost in a Formula One car? It blows up in the end, doesn't it? Well, we're going to use the same engine in Bellof's car tomorrow, so we're not about to risk blowing it up are we?"* Mr Singer didn't like the suggestion that Bellof's pole might have been set with higher boost. But his 6m 11s was a surprise to many, and the fact that he was five seconds faster than Jochen Mass made some his colleagues suggest that maybe he was taking too many risks. Indeed, when Mass had the nose lift at Pflanzgarten during Sunday morning's warm-up, it was a warning to him not too overdo things.

The weather on raceday was as unpredictable as it had been the rest of the weekend. Fans crowded around the 20 kilometer circuit, but few were tempted to sit in the open stands overlooking the temporary pits on the link road from the chicane to the first corner into Hatzenbach. But as the cars formed up on the grid prior to their rolling start at the beginning of the Nurburgring straight, it began to drizzle slightly. Among those to chose wet tyres were the URD, Wollek, the works Lancia, Stuck, Fitzpatrick and Larrauri in the LC1. But as they went round on their pace lap, 20 kilometers of it, they realised that they had made a mistake. The URD immediately pitted, but the others did at least one lap on their wets. But Bellof was the man to dominate the opening lap, leading at the end of the first full tour by around three seconds from the other Rothmans car. Further back in third came Fitzpatrick who didn't stop for slicks until the next lap. Then came Rosberg and in fifth came Wollek, already having lost third gear. At the end of lap two, an order began to emerge: Bellof leading from Mass followed by Rosberg at a distance, then the Marlboro car, and now Fitz who had dropped back after his stop. Harald Grohs had his BMW M1 up to sixth place, while the Martini Lancia was three places behind. Patrese and Wollek had a collision during the opening lap, and a Lancia exhaust pipe was slightly bent, but after it had been checked, it was found that the Lancia wasn't damaged any further.

The situation at the front was quite simple. Bellof was drawing away from Mass, extending his lead to around half a minute by the first pit stops at the end of the seventh lap. Both Porsches came in, as did Rosberg and Wollek, but Fitzpatrick and Patrese did one more lap each.

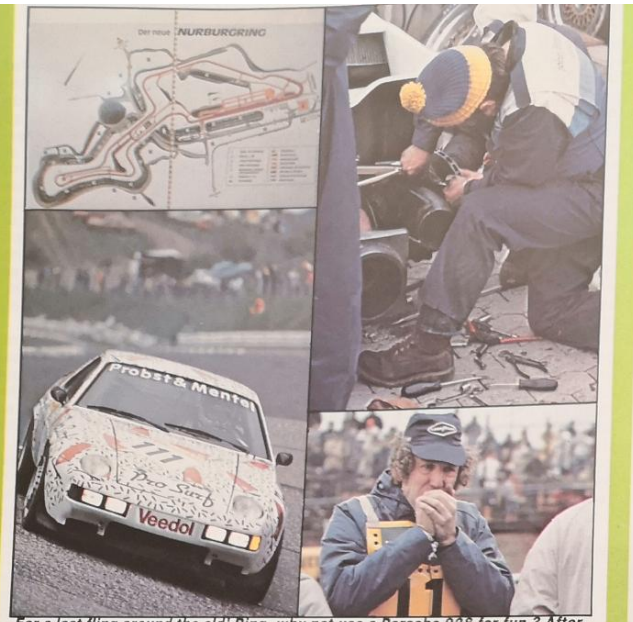
These first pit stops revealed an interesting loophole in the race regulations. Normally, each fuel stop will take around two minutes as petrol flow is limited. But there were no permanent arrangements in the Nurburgring pits. Thus, if a team wanted to speed up its fuel flow, it could do so, and there was no one to stop them. Admittedly, there was an official from FISA timing them, but there was little he could do to actually apply the rule. *"The officials here didn't really realise what was needed,"* he explained.

One team to suffer from this anomaly was the Canon team. While others made pit stops for a full fuel load in 1m 40s, their's took 2m 10s and they promptly lost places to both the Jöst 956 and that of Fitzpatrick. By lap 10, they were the last unlapped runners, for even the works Lancia was a lap behind. The Sehcar should have been seventh, but it suffered that all too common ailment of damage to the ignition pick-up off the fly wheel which crippled the Cosworth-powered Rondeaus at Le Mans last year. The repair took 30 minutes. Grohs retired, his fourth gear having broken.

The main race was that for the lead. Ickx was hauling in Bell, but when Bellof went out again, he began to open up the gap again. Although his orders had been for laps in the 6m 45s bracket, his first lap back on the track again was considerably quicker. In fact he was flying, almost literally, for at the end of the 20th lap, Ickx came slowly past the pits reporting that Bellof had flown off the road at Pflanzgarten. The Porsche driver was unhurt, but now the works effort was down to one car. However, they led Wollek/Johansson by 5m 21s and Fitzpatrick/Hobbs by 6m 01s. The rest were all lapped.

Then on the 26th lap, it all went quiet. Walter Brun had crashed heavily and the race was stopped while Brun was taken to hospital, the crashed cars were retrieved from the circuit and the barrier repaired where the Sehcar had broken it.

During the interval before the race was started again. Lancia discovered that the works car's starter was no longer operative. *"We don't know if we'll start yet,"* said Patrese with all honesty. The car was still in the pits, but when the mechanics pushed it up the hill to put it onto the grid, they promptly abandoned it and as it rolled backwards downhill, Alboreto engaged reverse, let out the clutch and the car



For a last fling around the old' Ring, why not use a Porsche 928 for fun ? After all, the new circuit will have its limitations. Keith Greene felt the cold, but the Fitzpatrick mechanics soon warmed up when the boss brought his 956 in with broken suspension. Below, the demolition of the old pits meant that temporary ones had to be arranged, which also mean that racing cars had to travel to and fro on the public road. Jacky Ickx's greatest fans on raceday were his two daughters, but Jochen Mass appeared to have drunk all the beer in his barrel even before he got on the podium ! (Photos : DPPI, David Winter and Peter Burn).

In the forest, something stirred : John Fitzpatrick's Porsche rushes through the woods, delayed however, by broken front suspension. With Nurburg castle providing a final backdrop, Richard Lloyd's Canon Porsche 956 is guided to third place by Rosberg, Lamers and Palmer. (Photos : David Winter).

bump started. Was this a push start? The Canon team saw the whole thing and promptly reported it to the clerk of the course...

Meanwhile, the race was restarted over 19 laps. As they crossed the line after the first half lap, the Ickx Porsche lead the Lancia, then Rosberg, Johansson, Plankenhorn and the rest. By the end of the first full lap, Ickx had already pulled clear, while Rosberg had moved up to second, just clear of Alboreto. Johansson was being challenged by Fitzpatrick who overtook on the next lap. On the third lap, the works Porsche made a routine stop, leaving Rosberg in the lead, only for him to stop the next time round. That left the Lancia leading for a lap before its pit stop. But without a starter, how would the car be restarted? It was quite simple. The mechanics put ramps under the wheels, and at the end of the pit stop, the driver put it in reverse, rolled it off the ramps downhill and bump started it again.

These stops should have promoted the works car back into the lead, but instead, Mass was reported to be crawling round to the pits. The works Porsche had suffered a breakage of the right rear suspension which took five minutes to repair, but more time had been lost on the track. It was now over a lap behind the leading Porsche, the Canon model now being driven by Lammers.

Another car to crawl into the pits was Fitzpatrick's. At Silverstone, the team had already had problems with bolts holding on the brake calipers. This time the bolts had broken again, and the caliper had then broken the front suspension. Fitz crawled round with one front wheel locked and it took more than half an hour to repair the damage, so he was effectively out of the running.

So leading the second part of this race was the Canon car, which proceded to do so until the end. Second after six laps was the Lancia, but five laps from the end of this second half, the car came into the pits with a broken differential, which the Mirabella car has suffered a few laps earlier. The officials had hatched a plan to counter its unusual starting technique. An empty can of Coca Cola had been placed behind the rear wheels to prevent any repitition of its unorthodox technique, but the Coke can wasn't required...

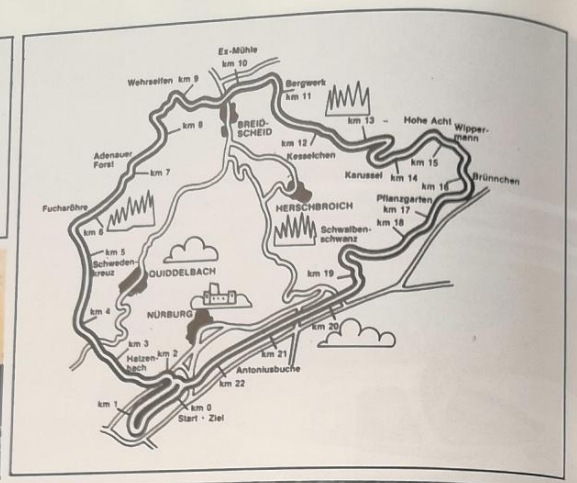
So coming into second place in this second half was the Boss 956, for the Wollek/Johansson car was now suffering from a lack of turbo boost pressure while fourth gear was also playing up. Ickx and Mass unlapped themselves, and for a while, it was unsure as to whom, exactly, was leading overall. But it was clear that they were a lap in front of the Canon Porsche in the first part of the race, and the Marlboro car's problems during the closing stages seriously affected their chances, dropping them to second overall, ahead of Canon.

So Ickx and Mass wrote their names into the record books with the final World Championship win over the Nurburgring long circuit, "*The Nurburgring is beautiful,*" said the Belgian ace. "*I've been racing here for 20 years and its a challenge to drive on. But it's not for modern motor racing.*" And so the Nurburgring's Nordschleife passed into World Championship history.

Bob Constanduros

NURBURGRING 1000 KMS

World Endurance championship for Makes, round three
Date: May 29, 1983
Official race title: Bitburger ADAC 1000 kms
Original distance: 47 laps of 20.832 kms circuit plus starting addition of 2.832 kms = 981.936 kms, 610.146 miles
Actual distance: 25 laps of 20.832 kms circuit plus starting addition of 2.832 kms + 19 laps of 20.832 kms circuit plus starting addition of 2.832 kms = 916.608 kms, 569.553 miles
Weather: cold with occasional slight rain showers throughout practice and race
Attendance: 30 000 spectators

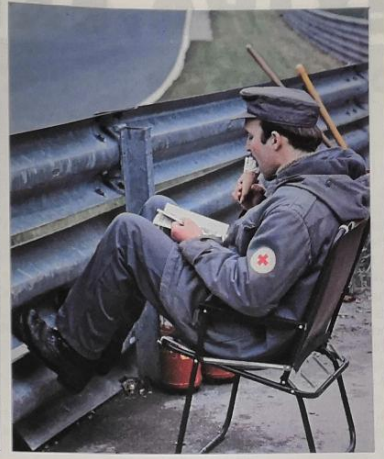


RESULTS

1.	Porsche 956/ Ickx - Mass, 44 Laps, 916.60 kms, 569.553 miles in 5 hrs 26'34"63, an average of 168.402 kph, 104.639 mph.	
2.	Porsche 956/ Wollek - Johansson	4'00"36 behind
3.	Porsche 956/ Rosberg - Lammers - Palmer	43 laps
4.	Porsche 956/ Lassig - Plankenhorn - Heyer	42 laps
5.	Lancia LC1/ Larrauri - M. Sigala	40 laps
6.	Porsche 956/ Fitzpatrick - Hobbs	39 laps
7.	Porsche 930/ Doren - Gall-Hamelmann	37 laps
8.	Porsche 924/ Utz - Haldi	37 laps
9.	Escort/* Brohling - A. Felder - J. Felder	36 laps
10.	Porsche 930/ Memminger - Kuhn-Weiss - Steckkönig	36 laps
11.	Giannini-Alba/ Finotto - Facetti	36 laps
12.	Escort/* Heger - Bauer	35 laps
13.	Porsche 924/ Von Staehr - Richter	35 laps
14.	Escort/* Middendorf - Hassel - Lehnhoff	35 laps
15.	Escort/* Scheefeldt - Manthey - Reich	35 laps
16.	Lancia LC2/ Patrese - Alboreto	35 laps/ retired, differential
17.	Porsche 928S/ Probst - Haug - Walter	31 laps
18.	Lancia LC2/ Francia - Barilla - Ghinzani	29 laps/ retired, differential
19.	Porsche 930/ Reuter - Friebel - Duge	28 laps
20.	Porsche 956/ Bell - Bellof	19 laps/ retired, accident
21.	BMW-URD/ Goetz - Kroeber	19 laps/ retired, crank bearing
22.	BMW-Sehcar turbo/ Stuck - Brun	19 laps, retired accident
23.	BMW M1/ Grohs - Prince von Bayern	14 laps/ retired, no fourth gear
24.	BMW M1/ Winther - Braun - Jelinski	12 laps/ retired, accident

* Not running in Group B or C.

Fastest lap: Bellof/Porsche 956, 6'25'91, 194.333 kph, 120.753 mph
Group C winner: Porsche 956/ Ickx - Mass
Group C junior winner: Giannini-Alba/ Finotto - Facetti
Group B winner: Porsche 930/ Doren - Gall - Hamelmann



STARTING GRID

2-Porsche 956 **Bellof - Bell** **6'11"13**	1-Porsche 956 Mass - Ickx 6'16"85
8-Porsche 956 Wollek - Johansson 6'31"59	14-Porsche 956 Rosberg - Lammers - Palmer 6'39"52
4-Lancia LC2 Patrese - Alboreto 6'41"17	11-Porsche 956 Fitzpatrick - Hobbs 6'42"12
35-BMW-Sehcar turbo Stuck - Brun 6'52"14	18-Porsche 956 Lassig - Plankenhorn - Heyer 7'01"61
51-Lancia LC1 Larrauri - M. Sigala 7'06"90	63-Giannini-Alba Finotto - Facetti 7'25"37
101-BMW M1 Grohs - Prince von Bayern 7'30"11	103-BMW M1 Winther - Braun - Jelinski 7'49"81
6-Lancia LC2 Francia - Barilla - Ghinzani 7'56"83	110-Porsche 930 Memminger - Kuhn-Weiss - Steckkönig 8'09"65
112-Opel Ascona 400 Schaefer - Guertheler 8'10"15	56-BMW-URD Goetz - Kroeber 8'17"54
113-Porsche 924 Utz - Haldi 8'18"28	109-Porsche 924 Von Staehr - Richter 8'19"46
108-Porsche 930 Reuter - Friebel - Duge 8'26"82	111-Porsche 928S Probst - Haug - Walter 8'36"66
106-Porsche 930 Doren - Gall - Hamelmann 8'37"50	105-BMW M1 * Jurgensen - Doren - Elford 9'48"52

* Did not start

PREVIOUS WINNERS

1953: Alberto Ascari - Nino Farina/Ferrari
1956: Stirling Moss - Jean Behra/Maserati
1957: Tony Brooks - Noel Cunningham-Reid/Aston Martin
1958: Stirling Moss - Jack Brabham/Aston Martin
1959: Stirling Moss - Jack Fairman/Aston Martin
1960: Stirling Moss - Dan Gurney/Maserati
1961: Masten Gregory - Lucky Casner/Maserati
1962: Phil Hill - Olivier Gendebien/Ferrari
1963: John Surtees - Willy Mairesse/Ferrari
1964: Ludovico Scarfiotti - Nino Vacarella/Ferrari
1965: John Surtees - Ludovico Scarfiotti/Ferrari
1966: Phil Hill - Joachim Bonnier/Chapparal
1967: Udo Schutz - Joe Buzzetta/ Porsche
1968: Jo Siffert - Vic Elford/ Porsche
1969: Jo Siffert - Brian Redman/ Porsche
1970: Kurt Ahrens - Vic Elford/ Porsche
1971: Gerard Larrousse - Vic Elford/ Porsche
1972: Tim Schenken - Ronnie Peterson/Ferrari
1973: Jacky Ickx - Brian Redman/Ferrari
1974: Jean-Pierre Beltoise - Jean-Pierre Jarier/Matra
1975: Arturo Merzario - Jacques Laffite/Alfa Romeo
1976: Albrecht Krebs - Dieter Quester/ BMW CSL
1977: Tim Schenken - Rolf Stommelen - Toine Hezemans/Porsche 935
1978: Klaus Ludwig - Hans Heyer - Toine Hezemans/Porsche 935
1979: Manfred Schurti - Bob Wollek - John Fitzpatrick/Porsche 935
1980: Rolf Stommelen - Jurgen Barth/ Porsche
1981: Hans Stuck - Nelson Piquet/ BMW M1
1982: Michele Alboreto - Teo Fabi - Riccardo Patrese/ Lancia LC1

SUCCESSIVE LEADERS:

First race
Lap 1 - 19: Porsche 956/ Bell - Bellof
Lap 20 - 24: Porsche 956/ Ickx - Mass

Second race
Lap 1 - 3: Porsche 956/ Ickx - Mass
Lap 4: Porsche 956/ Rosberg - Palmer - Lammers
Lap 5: Lancia LC2/ Alboreto - Patrese
Lap 6 - 19: Porsche 956/ Rosberg - Lammers - Palmer

WORLD ENDURANCE CHAMPIONSHIP FOR DRIVERS

1. Wollek	50 pts
2. Ickx - Mass	35 pts
4. Boutsen	32 pts
5. Lammers - Lassig - Plankenhorn - Johansson	30 pts
9. Bell	24 pts
10. Heyer	22 pts
11. Bellof	20 pts
12. Fitzpatrick - Hobbs	17 pts
14. Stommelen - Schickentanz - Rosberg - Palmer	12 pts
18. Grohs - Barth	10 pts
20. Jones - Schuppan - M. Sigala - Larrauri	8 pts
24. Lloyd - Needell - Cleare - Dron	6 pts
28. Doren	5 pts
29. Holbert - Mallock - Salmon - Gall - Hamelmann	4 pts
34. Truffo - R. Sigala - Utz - Haldi	3 pts
38. Alboreto - Patrese - Facetti - Finotto	2 pts
42. Jurgensen - Winther - Mercer - Braun - Memminger - Kuhn-Weiss - Steckönigg	1 pt.

WORLD CHAMPIONSHIP OF ENDURANCE FOR MAKES

1. Porsche	60 pts
2. Lancia	11 pts
3. Aston Martin	4 pts
4. Giannini - Alba	2 pts

EXTRA, EXTRA

DEATH OF 007

There are moments in racing when the hair on the back of the neck suddenly fizzes. It's when the journalist has to do what he hates doing, when the team manager fears for his driver, and is simply thankful when he comes round, when other drivers take a hard line: did a colleague take an unnecessary risk? He knew what he was doing didn't he?

That moment is when a car goes missing from a lap chart, when safety vehicles arrive and leave the pit area with a sense of urgency which arouses the curiosity. At worst, it's a tragedy, at best, it's almost certainly a wrecked car. The air hums with rumours, its hard to maintain a balanced view of what is going on.

There were two of those moments at Nurburgring, yet thankfully neither was serious. They might well have been worse. There was little indication of what might happen, except the nagging fear that the old hands expressed: *"is the Nurburgring too fast for these new Group C cars?"* In our interview with John Fitzpatrick and David Hobbs at Miami, they both mentioned the possibility of a car doing a back flip at the Ring, should air get under the front. When Cesare Fiorio of Lancia saw Stefan Bellof's fastest time flash up on the big mobile screen, he quietly muttered, *"too fast."*

But at the end of the 20th lap of the race, those rumours began to circulate around the pits. Had someone gone off? Jacky Ickx came past the pits at a very reduced rate. John Fitzpatrick reported over his intercom that there had been accident. Steadily, information became available. Stefan Bellof had done a loop at the famous Pflanzgarten. The car was destroyed. Later, he returned to the pits, smiling and unhurt, explaining just what had happened to Porsche 956, chassis number 007.

"I came over the hump at Pflanzgarten and it was as though air got under the front of the car. It just took off, came up on its back and crashed down into the ground. Then the front pitched into the barrier." It was certainly wrecked. The whole of the left rear corner was smashed — the front as well as the back. As 007 was tipped unceremoniously off the wreckers truck, Stefan sent her on her way with a shove his foot on the left rear wheel which was no longer attached to the wreck at all. But was it entirely air under the car that had caused the accident? Derek Bell, for instance, was not a little unhappy. *"It's a shame he has to learn in a race this way, especially when we are leading. We were told to go slower during our stint: we were told to do 6m 45s a lap, yet his first flying lap was 6m 26s. Another driver said he was an accident looking for somewhere to happen. The bloke is obviously good, but you have to treat this circuit with a lot of respect. Maybe he needs that accident to realise that he's not invincible..."*

John Fitzpatrick reckoned that Bellof had got off line: *"after all, he did a 6m 11s yesterday without taking off, so why did he do so today? But I think these cars have outgrown the Nurburgring. You can't blame the Formula One blokes for not coming here."*

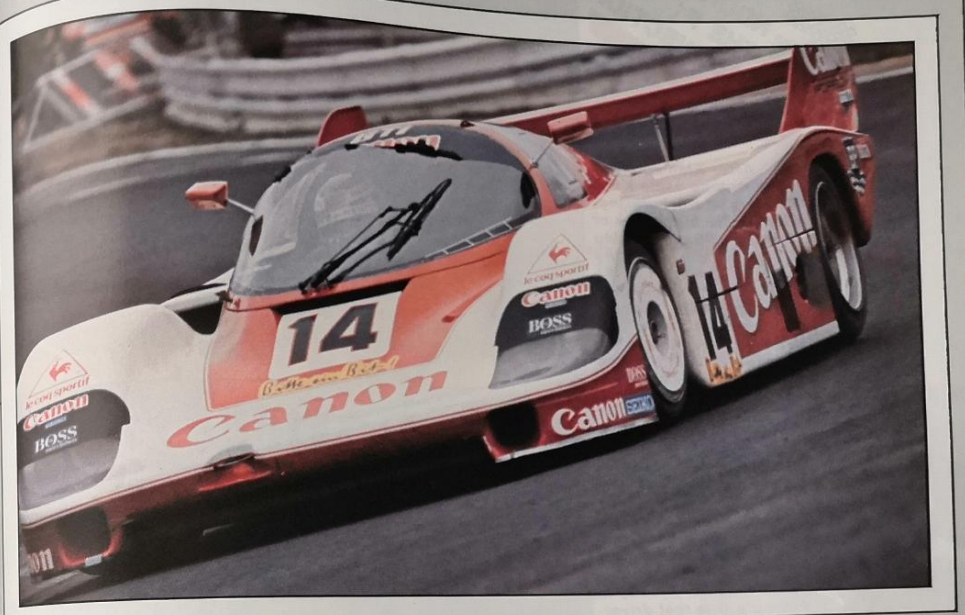
While Bellof was explaining his accident, the circuit went quiet again. Black flags were displayed around the track, a red flag at the start/finish line, The race was stopped. Another car had gone off: Walter Brun in the powerful Sehcar powered by a 3.5 litre BMW turbocharged engine.

There were dreadful moments of speculation. Brun had been seen lying by the track. Then Jacky Ickx came in and reported to Brun's co-driver Hans Stuck that he'd been seen walking to the ambulance. Brun's girlfriend was lead away, weeping with relief that he was alright.

Later, Walter was unable to explain the cause of his accident. He was taken to Adenau hospital where a broken left arm was diagnosed, plus damage to his right hand and a head injury. He had thumped the barrier hard on the way up to the Karussell. Then the Sehcar had crossed the track, hitting the barrier so hard on the other side that the barrier had actually broken. Fortunately the car hadn't gone through for a 100 foot drop lay beyond, but it had then flipped back into the track, rolling upside down and coming to rest on the track itself.

The damage was sufficient to make the car virtually immovable, which is why the race was stopped. Both wheels had come off the left side of the car, and the gearbox was only held on by a couple of links. The bodywork was scrap, yet Brun had been saved by both the very tough monocoque and the roll cage, which, despite being dented and slightly bent, remained in exactly the shape in which it was intended. It was a tribute to the Seger and Hoffman design, and John Thompson who built the car in England.

Bob Constanduros



KEKE : GROUP C DEBUTANT

"My first impression of driving a Group C car is that they're heavier, slower and in the rain, they're very hard work. The changing weather conditions makes them difficult to drive. But it has been interesting to drive a turbo engined car for the first time. Frankly, there were times around here when I could have used a road that was twice as wide! Anyway, I'm still happy to have finished third behind all these Group C professionals!"

Keke Rosberg was talking at a press conference after the end of the Nurburging 1,000 kilometers. His plane was waiting at Cologne, and a helicopter was waiting to take him from the circuit to the airport. But there were no superstar, Formula One-type antics here to get away from the circuit as soon as possible. If the organisers wanted a press conference with the first three winning teams, then Keke was going to be there.

He almost hadn't made it to Nurburgring at all. It had been decided at the Monaco Grand Prix that Keke could do the Nurburgring race and Norisring, the blue chip event of the German Rennsportmeisterschaft. Frank Williams isn't too keen on his drivers doing anything but Formula One, but he had conceded that Keke may do these two races.

Thanks to Jurgen Barth, Porsche's customer liaison man, Keke had been found a seat in the New Man-sponsored, Jöst-run Porsche 956 and he would share with Ringmeister Hans Heyer. But a few days before the event, Keke learned that New Man, Jöst and the organisers had failed to agree start money, and that he was out of a drive. It was a blow to which Keke reacted with diplomacy. *"If one fan makes the journey here to see Keke, and he isn't here,"* said his manager, Ortwin Podlech, *"then Keke must try and apologise to that fan."* So Ortwin was making sure that everyone knew that it wasn't Keke's fault.

But on Friday morning, Ortwin was still wandering the paddock, with the look of a worried man. *"You know, I've spent so much time on the phone, it seems a waste that he's not driving. So I'm seeing if it isn't possible for him to drive another car. The only person who will be happy he's not driving is Frank Williams!"*

By that morning, a deal had been concluded for him to drive the Canon-sponsored 956 normally driven by Jonathan Palmer, Jan Lammers and Richard Lloyd. Lloyd would stand down : *"I don't really enjoy this place anyway. It was only when we were doing well last year that I enjoyed it."*

The green light was given for Keke to bring his own plane from Luton airport, and at 5.30 that afternoon, he arrived in the pits, accompanied by Chico Serra (taking advantage of a free trip to the 'Ring) and his pilot. There was a slight delay while Keke's medical was checked, and then he climbed into the seat of the Canon 956. It was still dampish out on the track, but Keke's first lap was a 7 m 04.59 s, followed by a 6 m 59.59 s and ending up with a 6 m 48.39 s before the chequered flag came out for the end of unofficial practice.

Afterwards, Keke gave his first impressions of the car. *"It's so heavy, the steering, the brakes, but you almost expect that. And it understeers a lot and there's a lot of kickback through the steering wheel. Yet the funny thing is that it doesn't feel very fast. Just at the moment, I'm having trouble with the turbo because I'm far too late on the throttle, but it's interesting, very interesting."*

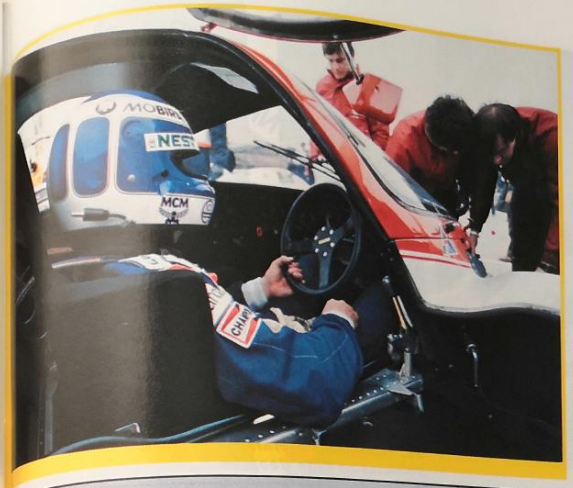
Keke was happy to take official practice in his stride. Looking at Bellof's 6 m 11 s pole position, he commented that you'd *"have to be a bit crazy to do it anyway."* It wasn't until after seven that evening that Keke left the track. Looking incongruously tanned, he stood around in the cold paddock, shunning the Canon team's motorhome, joking with Chico and Stefan Johansson, his neighbour in England. Autograph hunters came and went; no one was turned down by the World Champion, no one disappointed.

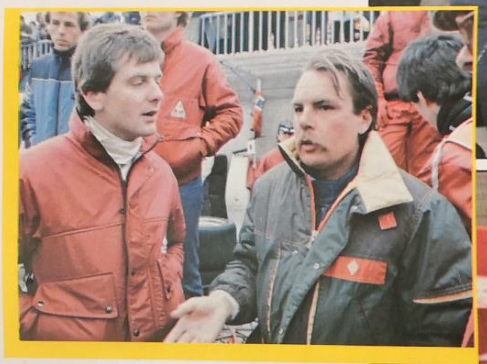
Of course, it was also rather early in the morning for those used to 10 am starts, but Keke arrived at the 8 am practice, and the 8.30 am warm-up. The race, he took in his stride. Here, at the Nurburgring, more than at any other race, the works cars appeared to have the edge. No Keke Rosberg would ever make up the difference. So Keke did as he was told, and did the times required of him. He did his two stints at the wheel, but was still in the pits at the final change over. *"If there's still a chance of us winning,"* he said as rumours circulated as just who was leading on aggregate times, *"then I guarantee that I'll drive,"* he told Lloyd. *"I've enjoyed it here, but I don't want to overdo it!"* As it was. Keke wasn't required, but he was there to the end. He shared the podium with his teammates, attended the press conference, did everything that was expected of him. He wanted to race, gave the public what they wanted, and behaved admirably. Like his colleagues, Riccardo Patrese and Michele Alboreto, he helped to lay the myth that Formula One drivers are all prima donnas.

Bob Constanduros

ENDURANCE: THE F1 CONNECTION

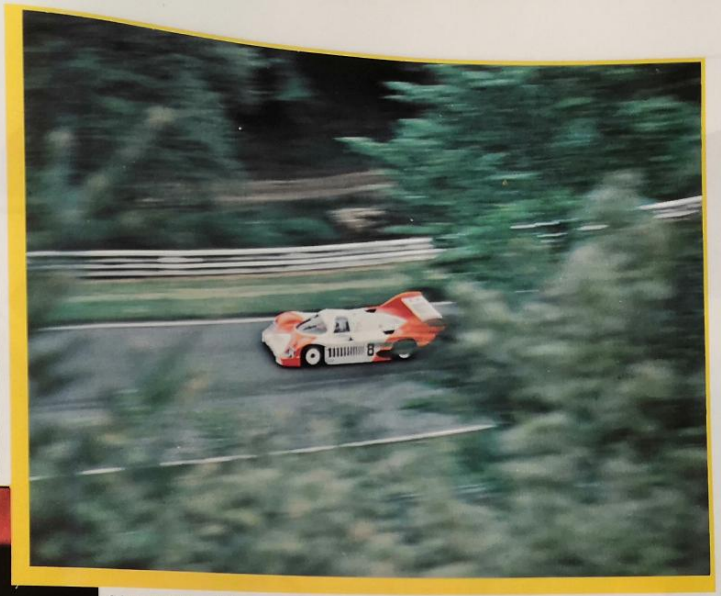
After Alan Jones at Silverstone came Keke Rosberg at Nurburgring. Clearly the big names of Formula One are taking an interest in the rejuvenation of the World Endurance championship, not only because it means that there's money to pay for their drives, but also their particular qualities are put to the test. Endurance racing is competitive: Rosberg and his two teammates are classic examples of the diversity but also the talent of drivers currently taking part. You have the current World Champion, a young F2 driver who is on his way up, already a Formula One test driver (Jonathan Palmer), and a driver who never quite made it in F1, despite his obvious talent (Jan Lammers). This trio might have finished even better in the final classification, but as it was, they won the second half of the race. But for a rather relaxed pace in the first half of the race, and a lengthy but legal pit stop early on, they might well have reaped richer rewards than their third place. But Keke left Germany a richer man in two senses. No doubt, he was financially rewarded for his services, but he also drove a turbo engined car for the first time, and that, no doubt, will be useful when Mr Williams puts one in the back of his F1 car. (photos: First Line, David Winter and Peter Burn).





MIDSUMMER NIGHTS DREAM

Le Mans seems a long way away as Bob Wollek puffs nervously on one of his sponsor's products, woolly hat pulled down over the ears in an effort to ward off the Eifel chill. Close by, teammate Stefan Johansson digs deep in his soup bowl for some warming noodles. The two of them were lucky to leave Germany with second place, for it was a worrying weekend with a host of mechanical bothers. But it meant 15 points more for the Frenchman, who maintains a lead of that many points over his nearest rivals, works drivers Ickx and Mass in the World Endurance championship. The longest day, for both teams, will be at Le Mans. Both Wollek and his Jöst-run 956 and the works drivers will be thinking of the ultimate event in Endurance racing. As the nights grow shorter, Wollek may be allowed to dream of winning Le Mans for the first time. After all, his 956 has proved super-reliable, and at Monza, appeared to consume less petrol for more speed than the works cars. (photos: David Winter and Peter Burn).

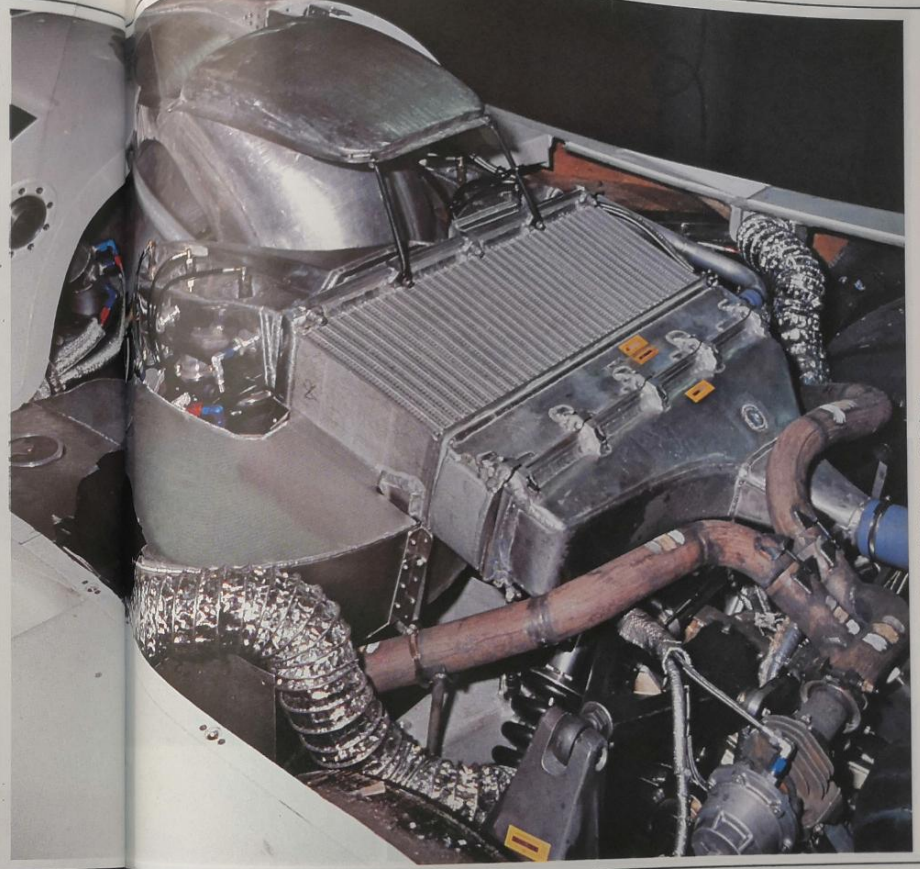


GROWTH

While March cars have won in every conceivable category of single seater racing during their 13 year history, sports car racing never featured very highly in their list of priorities.
Before the advent of the current GTP/Group C fully enclosed cars, March built occasional runs of G7 Canam and G6 2-litre open top cars all of which satisfied customers' demands and won races but it has only been in the past couple of years that the not inconsiderable weight of the whole company's design and engineering staff has been thrown behind a sports car project.

by Ian Phillips

Due for delivery to Al Holbert (the current leader of the IMSA "Camel GT" championship), the works March 83G with its Porsche engine is considerably different from the March 82G that Holbert used for his wins at Miami and Laguna Seca, and equally different from the March 83G-Porsche which Giampiero Moretti raced from Riverside onwards. (photo: factory. Previous pages: factory)



With the 956 model specifically banned from competing in the 1983 IMSA championship, and the 935 getting somewhat out of date, it is not surprising that the factory in Stuttgart has taken a close interest in the 83G-Porsche project. The engineers at Bicester have been given full works support, including the development of a special single-turbo version of the flat-six engine. (photo: D. Winter)

Robin Herd, in taking the company, of which he is the sole surviving founder member, into the 1980s looked around for a new challenge. it had become difficult to motivate the company into winning yet another Formula 3 or Atlantic Championship and in the recession chances of breaking any more production records were slim. Their traditional markets needed volume to be profitable too.

Through a March Cars subsidiary company, March Engines, Herd had been involved with one-off specials for Indy car racing and Le Mans. Neither had been particularly fruitful in terms of results but had sufficiently motivated Herd's fertile brain that he gambled the whole company's future on March's ability to not only break new ground but to do it profitably too.
The Indy car story is one of unparalleled success — witness half the drivers entered for this year's Indy 500 are in Marches. The sports car programme has been slower to germinate but with two wins and three seconds in the opening six rounds of the IMSA GTP series this year, the nut appears to have cracked.
It was through BMW that March became involved in the long distance racing world. In Formula 2 they had achieved unrivalled success together and Herd was asked to bail out BMW Motorsport GmbH supremo Jochen Neerpasch with a Group 5 version of his MI White Elephant. Other than the final face-saving Procar series, anything involved around the MI project was seemingly doomed. The March Engines developed Le Mans MI, while being an extremely attractive car, sadly fell into this category. At Le Mans in 1979 it didn't comply with any recognised class in which it could be competitive as neither car nor engine had been homologated by BMW. Eventually it ran, and failed to qualify, in Group 6 with a G4 engine. It stood no chance.

Neerpasch had promised a 1 000 bhp twin turbo engine for the car but the second smaller and slimmer chassis still had to rely on the trusty 3.5 litre straight six which while giving an excellent 7 mpg just would not pull the MI shape down the straights very quickly. Two further versions of the MI were built for Jim Busby to run in IMSA (he eventually resorted to Chevrolet V8 power) and were very much used as the base for the current IMSA GTP regulations.

With FISA debating new regulations for their World Endurance Championships during 1980 in heavy consultation with the manufacturers, BMW's new motor sport management team commissioned March Engineering (Engines had closed) to build what they reckoned would be a car close to meeting the anticipated 1982 European Group C and IMSA GTP regulations. Still very much based on the MI running gear March built the MI/C. It was supposed to be a mobile test bed but BMW were so encouraged by its testing and full scale wind tunnel testing that they employed David Hobbs to drive it in the IMSA GT series.
Again it was powered by the straight six MI engine (although BMW USA dug up an old 2-litre turbo late in the season) and other than on handling circuits it just couldn't match the turbo Porsches.
When the full Group C regulations were announced, they were based on a fuel economy formula which didn't suit BMW at all and in any case their 1.5 turbo engine was mapping out an F1 career for itself and that became the company's time and money consuming passion. March meanwhile were encouraged by the performance of the MI/C as on occasions it proved conclusively that a well handling chassis could out-perform the horsepower specials which dominated the American GT series.

With new IMSA and WEC rules coming into force at the begining of 1982 it seemed logical for them to use the experience gained with the BMW specials in order to break into this new and potentially lucrative market.
For reasons which may one day be explained, the opportunity to run the blossoming IMSA series and the new WEC to the same regulations was passed up by FISA. Group C cars were to be run to fuel economy designed regulations and with a minimum weight 100 kgs less than the IMSA cars. By the time this became clear March had already announced what was to be a dual category car — the 82G. To be first into a new category they had to produce the first car early and the FISA procastinating over the regulations (which weren't properly finalised even at the opening Group C race at Monza in April) had the effect of dissipating the ambition of any constructors like March who believed they could produce a dual purpose cars at a price which the privateers so necessary to bolster Endurance Racing grids could afford.

Powered by a full house 5-litre Chevrolet V8 the sleek March 82G was a mean machine from the start and opened a lot of eyes by claiming pole position first time out at Daytona. It still retained some of its MI heritage and Dr Max Sardou worked with Robin Herd's engineering team to refine the aerodynamics. Second time out at Sebring the car finished second and with interest naturally running high it looked as though the programme would take off straight away. But the untimely death of Dave Wilson, March's ex-Chevron Sales director — the man who was really responsible for the whole sports car programme — meant that the whole project lost momentum and, for a time, its way. A hasty Le Mans Group C car was put together using esentially the same heavy GTP chassis and the Chevrolet V8 which in American trim didn't suit European fuel amongst other things.
With the Le Mans commitment out of the way, the Indy programme running well and the F2 series all but wrapped up, Herd and his men drew a deep breath last July and replanned the sports car programme. A compromise GTP/Group C car was out, this one had to be pure GTP — there was not even a Group C market in Europe for established manufacturers in the field such as Lola, let alone newcomers like March. In next to no time the WEC had disenchanted the very people who could make the grids interesting : March, Lola, Grid, Rondeau etc soon realised that as racing car specialists there was no way they could entertain the sort of money that Porsche and Lancia were spending or, indeed, expect or anticipate a customer being able to find it.

The IMSA market was not an easy one to open either for specialist constructors. For years the inevitable Porsche had dominated the market. Quite simply all the customer had to do was turn the ignition key, dial in the required boost and drive them like a road car. The advent of cars like the March 82G brought with them single seater technology and sophistication way beyond the comprehension of the average punter. GTP, for instance, permits full ground effect underbodies (although not skirts) which even Group C with its mandatory flat bottom area outlawed from the start. The prototype March 83G with completely revised aerodynamics and both shorter and lighter made its debut at the Daytona IMSA finale last November and was immediately competitive with the turbo brigade. An early tyre blow out rui-

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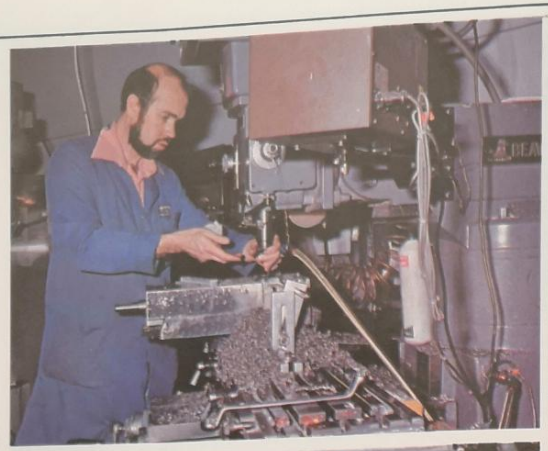
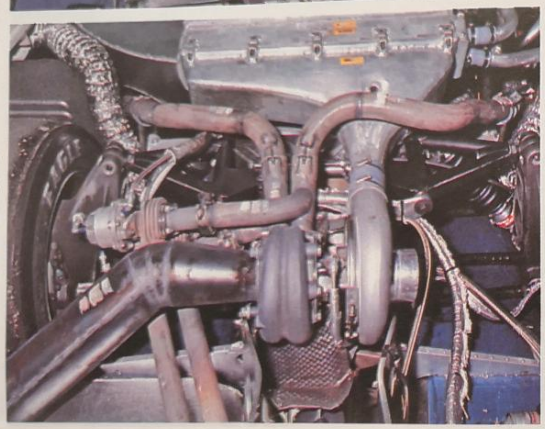
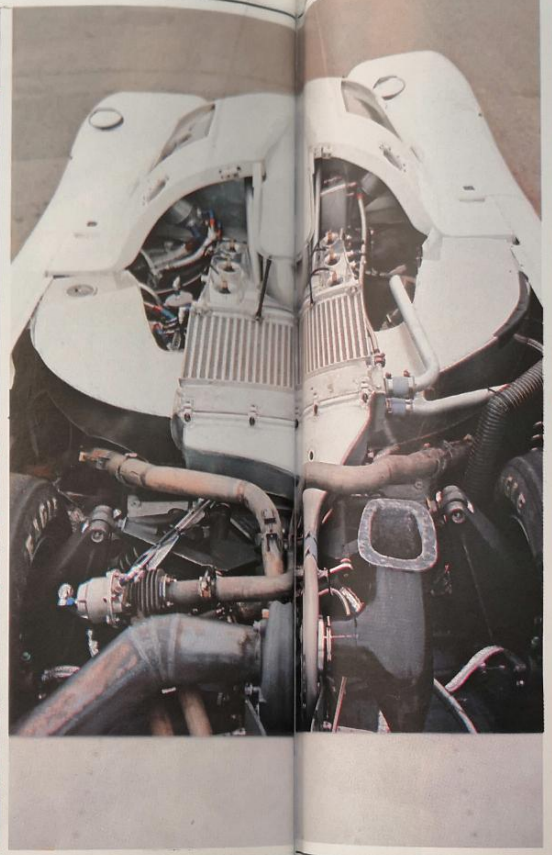
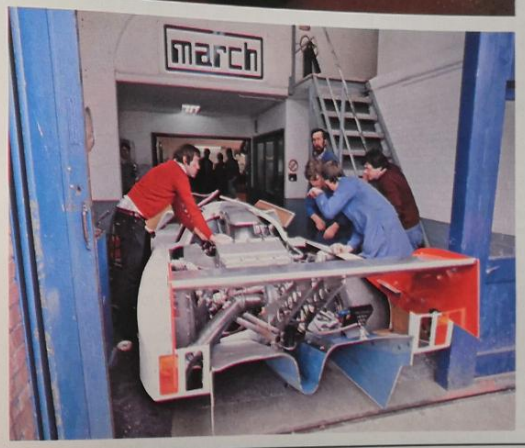




The current Group C/IMSA programme should allow March to make inroads into American sports car sales and enable Porsche to maintain its racing supremacy. Note the plumbing required to satisfy IMSA's 'single turbo' ruling. (photos: D. Winter. Centre: factory)





Situated at Bicester, not far from Silverstone, the superbly-equipped March factory recently delivered its 1000th racing car. Virtually every part of the 83G—except of course the Porsche engine—is produced 'in house.' (photos: D. Winter)

ned the race but the point had been made. The very same car in the hands of privateers Marty Hize/Randy Lainer/Terry Wolters finished second at the Daytona 24 hours '83 season opener in February having led for most of the race. The point was confirmed.

It was an important race to have done well in, especially with privateers, for the Porsche 935 was rapidly coming to the end of its competitive life. A market was opening up.

For the inaugural Miami GP, March had top American sports car racer Al Holbert strapped into the first production 83G. His win in the rain-shortened race may have been slightly fortuitous but it was prophetic. Holbert sold the car on and had another new one for Riverside which he dominated and but for an unlucky puncture would have clearly won instead of finishing second. A week later he made amends at Laguna Seca lapping the whole field. Meanwhile the customers were filling up the minor placings too.

Despite the success there was still a compromise in the car which was to March's commercial disadvantage — the cars were supplied with the trusty V8 Chevrolet engine which was giving away up to 150 bhp to the mildest Porsche engine which IMSA were permitting, the single plug, single turbo 934 unit.

With so many virtually redundant 935s in existence it rapidly became obvious that to satisfy the needs of the majority March had to build a chassis which easily accepted the flat 6 engine of which there were plenty lying around.

March chassis owners Dave Cowart and Giampiero Moretti did their own conversions but back at Bicester designated sports car engineer Adrian Newey began work straight after Daytona on a Stuttgart-blessed March-Porsche.

It wasn't a straightforward job by an any means and warranted an almost complete rear end redesign and aerodynamic change. The first problem to overcome was the dissipation of heat from the air cooled turbo. Mounted in the Chevy V8 position there wasn't enough clearance between engine and underbody. This meant raising the engine, and consequently the centre of gravity, while also reprofiling the critical underbody. The original air to air intercooler was changed for a split air to air and air to water system.

The intercooler itself had to be angled at 15 degrees to the horizontal from its atop-the-bellhousing mounting in an effort to channel the air out of the car between the trailing edges of the underbody and top deck.

Being a single turbo unit meant that rather than the ideal side mounted symmetrical placings of a twin turbo set up, the awkward singleton turbo had to be mounted centre line on top of the 956 gearbox.

The engine itself is mounted via a tubular steel A frame and a front mounted central brace. By using the complete Porsche engine, bellhousing, oil tank/adopter plate, gearbox train the suspension had to be modified and now incorporates a lower radius arm at the rear although the same March uprights, which permitted the specially wide and deep venturi diffuser tunnels, have been retained.

A four day programme at the Southampton University wind tunnel has produced the best drag figures March have seen on a sports car shape and created downforce which wouldn't shame a Formula 1 car.

The distinctive lobster claw nose of the March G series cars has been shortened by 15 inches and consequently the rear wing has been moved back by the same amount.

A roof top NACA duct feeds the familiar Porsche engine fan while the oil cooler is mounted in the nose and a water radiator in the left hand sidepod just ahead of the rear wheels.

The whole package, according to Newey, will be absolutely on the 900 kgs weight limit.

March Engineering director Dave Reeves, the man responsible for all the company's production miracles, was very satisfied with the way the project had turned out, *"considering that Porsche were not used to our way of working it has come together very well. Both Robin and I went to Stuttgart and came away tremendously impressed. You have to respect what they do. It's simple straight forward engineering which works. They've given us considerable technical assistance and we are putting all we can into making the project a success".*

One of the key figures in the March-Porsche project has been American domiciled German Alvin Springer whose Santa Ana based Andial Racing have been successfully running Porsche 935s in IMSA since 1976. Despite winning the Daytona 24Hrs this year with their space-frame car they were well aware that the car was reaching the end of its race winning career and Springer was one of the main instigators of getting March, Porsche and Al Holbert together. *"It's ideal for the many people who have 935 engines laying around and no chassis to put them in"* said Springer as the first car neared completion. *"The March chassis has proved itself with the Chevrolet engine; the Porsche is giving considerably more power so it has to be a winner".*

Andial Racing will be responsible for the preparation of the 3.2 litre engine which will be pushing out 670 bhp at 8000 rpm using 1.4 boost pressure. The debut of the March-Porsche is scheduled to be at Charlotte on May 15, providing testing by IMSA GTP Championship leader Al Holbert at Goodwood went without any problems.

Meanwhile at March the next sports car orientated project is the installation of a four cylinder Datsun turbo engine into the back of a pure Group C version of the 83G. This has been commissioned by Nissan themselves in Japan.

To everyone's intense disappointment March's own entry for Le Mans has been withdrawn. Basically their problem, like so many other specialist chassis manufacturers, is that they have been unable to gather together a progrmme which would be both financially viable and competitive with the Porsche and Lancia efforts.

"It's not that we don't think we can beat Porsche at their own game" says Reeves, *"in fact I think that with the right team together we could go out and win. It would be easier of course if we could use a 956 engine and 'box, but we'd gladly accept the challenge of developing another engine along with our chassis. We've already done the aerodynamic package for a Group C car and we still very much want to do it. Our car sells for half the price of a Porsche and I genuinely believe that given the right circumstances we could apply some pressure in that market. Unfortunately we cannot afford to do it just for fun".*

Meanwhile with the capacity to manufacture two cars a month, March are halfway through this year's planned production of eight cars all of which have been taken up for America. □

THE MAN FROM STRASBOURG

Ever since the start of the race the Rothmans Porsche and the Jöst 956 had been playing a thrilling game of cat-and-mouse. Now, with the end of the race coming into sight, they were separated by only a handful of seconds as they whirled around in the hands of the two Stefans, Bellof and Johansson. In less than a minute's time they would be coming in for their penultimate pit stops, increasing the uncertainty of the race and perceptibly adding to the tension. Sitting there on the Silverstone pit wall, wearing his old-fashioned open-face helmet, Bob Wollek looked calm. Not a trace of excess concentration showed on his face. Discretion forbade me to fix him with a stare, but his clear gaze somehow forced me to look in his direction. The faint smell of complicity was in the air as two syllables formed on his lips. "Ayy-jayy," he mouthed, for the old spectre of A J Foyt was once again at the back of his mind!

by Didier Braillon

A superficial coldness discourages many of his rivals from getting to know Bob Wollek any better: not for nothing is he a true son of Alsace and eastern France. As he likes to call himself, he's an "ersatz" German, more teutonic than latin. He behaves as you would expect from a native of Strasbourg, capital of that so frequently disputed bit of France on the German borders. Outwardly, you wouldn't say that he was a nice person, for he seems insufferably sure of himself. He has firmly fixed personal opinions, nor does he hesitate to deride his fellows. To top it all he is (and always was) a very poor loser who carries grudges to extremes. It all adds up to a list of faults which would surely prevent him from ever finding a career in public relations, yet you can't help admiring him for them...

Nevertheless, once you've penetrated the thin web of Wollekian defences, Bob turns out to be one those wonderfully aimiable drivers that you wish to find in every racing pit.

At Silverstone, strange as it may seem, those two syllables, "Ayy-jayy," carefully spat out, left an almost hysterical sensation in my mind. It's rare indeed for a driver at Bob's level of ability to reveal, to a pressman, the full extent of his delicate relationship with one of his rivals. And the "love affair" which sprang up at the Daytona 24 hour race between Bob and

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A J Foyt, the living legend of American racing, the John Wayne of international motorsport, makes a perfect subject for a psychological vendetta.

For those readers who were unfortunate enough to have missed the last "Endurance" edition of GPI, allow us to go over what had happened at Daytona. Early on Sunday morning, Preston Henn, who owns the Andial Porsche 935 which was being driven by Wollek and Claude Ballot-Léna, was prevailed upon to add "Ayy-jayy" (whose Nimrod-Aston had long ago expired) to the strength of his all-French cockpit crew. It should be mentioned that Wollek and Ballot had already done all the hard work, pulling the Porsche from the bottom of the charts all the way into the race lead long after darkness had fallen. Who should turn up next morning, however, well-rested, showered and immaculately shaved, than our Texan friend? And who was happy to step forward after the finish and accept the blandishments of the Yankee media for this great achievement? It was more than enough to bring out the most cantankerous aspect of the uncompromising Alsatian Wollek character...

Three weeks later, on board the plane bringing the two of us back to Paris from the Miami Grand Prix, he licked his lips in keen anticipation of the next little Foyt-Wollek confrontation. It was to take place at Riverside: he, the grumbling Strasburger, in a Porsche 935 again, versus the gum-chewing Texan, in a similar but rival 935. No sooner had he spotted me at Silverstone than he wanted to get me to one side so that he could tell me the story in all its splendour: *"here, let me tell you what happened at Riverside..."*

Well, it seems that "Ayy-jayy," in Henn's Andial 935, had achieved 9th fastest practice time. Bob, behind the wheel of Giampiero Moretti's "Moby Dick" 935 (rented on this occasion to the Colombian Mauricio de Navaez), qualified 5th. Once practice was over, who should appear carrying a metaphorical flag of truce than Foyt, come to pay a visit on the "goddam Frenchie." A slap on ol' Bob's back, switch on the Hollywood smile, and A J announced that the two of them would make up for Daytona and stage a great scrap. A placid Bob scarcely looked up: *"No Way,"* he said.

The Texan wouldn't give up, though, trying again to conciliate Bob. Several times more he ran up against the same stone wall. Then Bob quietly dropped a bomb. *"You'll see me for about ten yards in the race,"* he intoned, *"...when I come past to lap you after about 30 minutes."* Preston Henn, watching the encounter from a safe seat on a pile of tyres, was so terrified by what he had heard that he almost tumbled off his perch. Never before in the illustrious career of A J Foyt had anyone dared to confront him like this.

Blue eyes sparkling, Bob continued the story. *"I lapped him in the race after about 35 minutes. I took him a second time a bit later, and then—at the end of the race—I made it three by passing him in the fast left-hander before the pits. I made sure he knew who it was by waving him a little 'bonjour' with one hand..."*

Driving the new 956 is far from easy, but no matter how good a driver you are, the 935 is an even bigger handful. And with so many years behind him in 935s, Wollek can rightly claim to be the world's leading 935 specialist. As he says, *"the 935 is such an extraordinary car that anyone needs time to get adapted, no matter how good he may be. Look at Ayy-jayy and Mario Andretti at Riverside: everytime they should have been zigging they were zagging, and vice versa. The 935 has all the worst characteristics of a GT car, with a horribly squirrelly chassis: the weight distribution is way off beam, with a great heavy engine sticking out behind the back axle. And there's a colossal amount of power, which comes in without warning because of the turbo throttle lag.*

"The 956, on the other hand, is a genuine racing car. It responds to adjustment. After only ten laps at Ricard, Stefan Johansson was in his element, setting quick lap times. In fact I'm convinced that single-seater drivers—who these days have experience with ground effect cars—are able to settle down to driving a 956 more quickly than me, because something inside my head retains the memory of the 935's bad habits. They're so ingrained that it makes it difficult to imagine just how high the limits of the 956 really are."

Today, at 39, although Bob is an outstanding endurance expert, there are some fine single-seater races in his past to be recalled. *"I always knew that I was a pretty fair driver, so I had every reason to believe that I could make it in Formula 1. I sincerely believe that I could have done well. It's not something which bugs me every day, but when I do think about it I know that failing to get into F1, at the end of the day, left a big hole in my career. Anyone who tries to tell you that Formula 1 is stuff and nonsense is not being genuine. F1 has to be the ultimate aim of any professional driver."*

Like so many others on their way to the top, Bob spent some time in Formula 3, in 1970. *"I had a Brabham, the best car of the time, and by a piece of amazing luck I also happened to have a fantastic engine, probably the best that Novamotor ever built. It was a rocket. I was driving pretty well then, I figured that I had a rosy future. I knew I was going to win a lot of races. Unfortunately I got involved in a serious accident at Rouen. I was dicing with James Hunt (who went on to win the race), and we were in a big slipstreaming bunch. I pulled out to get a tow past him at exactly the same instant that he moved over to pass another car. He was young, just like me, and our mutual lack of experience sent me thundering off the road. There was no guardrail then and I went straight into the trees. The surgeon didn't do a very good job, with the result that for two years one of my arms had no strength. There were also some pretty serious psychological consequences, because when I moved up to F2 I wasn't the man I had been. And it is unfortunate that my team, Rondel Racing, treated me as their fifth man. The other drivers were Graham Hill, Carlos Reutemann, Tim Schenken and Jody Scheckter, so it was always me who got the leftover engines and tyres. Any of the bits that the others didn't want seemed to find their way on to my car."*

Anyone familiar with Bob's character might expect to find him bitter about the Rondel experience. Wrong: *"if everything had gone the way it should, I would never have had the F3 accident. I would have*

won races and I would have got into a top line F2 team. Then I would have moved on to F1. And maybe I wouldn't be talking to you today... so there's nothing to cry over! I don't like to talk about fate, but underneath it all I sometimes wonder if our destiny hasn't all been planned out for us. Look at Rolf Stommelen, why should he be dead? It happened to him at Riverside because of an incredible chain of unavoidable circumstances with fatal consequences for him. Look what happened: he broke a rear wing, something which has never been known to happen with a 935 before, in the middle of a flat-out 180 mph corner. His car went sideways, straight into three blocks of concrete which had been placed parallel with the normal racing line. If he'd gone sideways 30 feet earlier, nothing would have happened, but he got into trouble 30 feet later. Then you have to remember that Rolf shouldn't have been in the car at all. It should have been Jochen Mass, but he withdrew because he wanted to go and see his family in South Africa. Fate makes some very confusing twists and turns..."

That's the realistic, practical side of Bob talking, the side which also makes him a remarkable businessman. Back home in Strasbourg he is the MD of the Wollek family's large Mercedes dealership, handed over to him by his father in 1973. *"I have 90 employees who depend on me, and that's a big responsibility. I've got my business career and the racing well sorted out now. For example, when I'm doing a German championship race most of the circuits which we use are within easy reach, so I leave on Friday night and can be back in the office on Monday morning. When I'm doing a world championship race I take off Friday and Monday morning. And when I'm racing in the States I take the time off as part of my holiday. Unlike some people I don't spend a fortnight skiing and three weeks on the beach..."*

Having two "jobs," however, can be tiring. *"Plane trips, jet lag, the stress of racing, yes, eventually it knocks the stuffing out of you. It can affect your health or your business decisions if you're not careful, so I have to watch things. I play soccer, I spend time in my private gym just before bed time, and in the summer I also go cycling."* This is hardly surprising when you know that in 1965 and 1966 Bob was world university ski champion and French military ski champion!

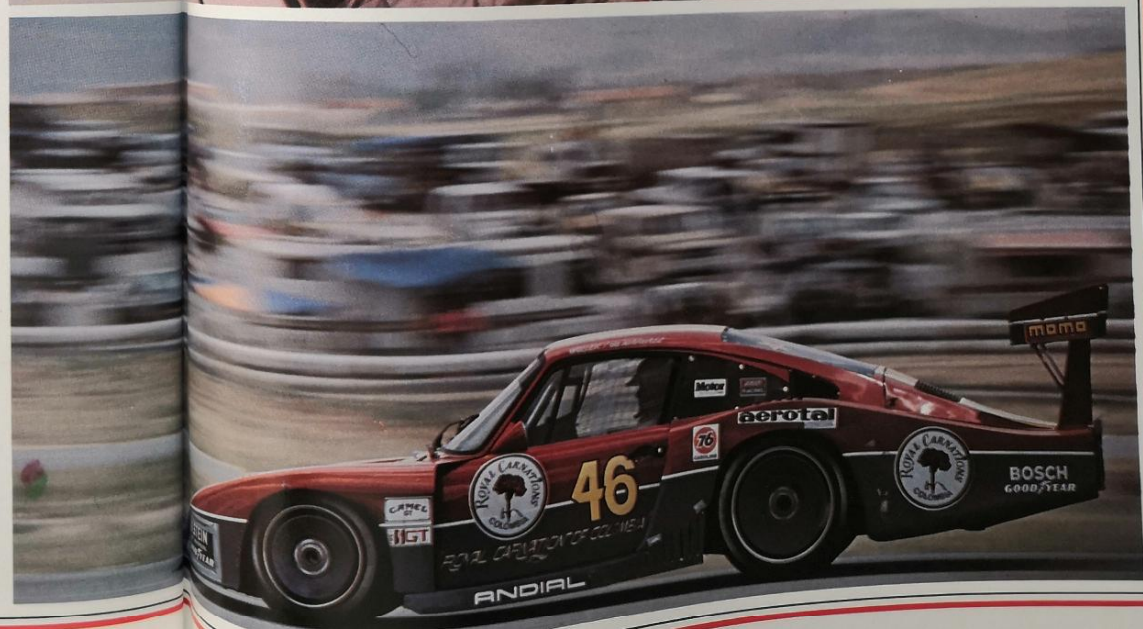
At the Monza 1,000 kms, where he scored a great victory over the works Porsches, it seemed that Bob was particularly satisfied with himself. For a man who holds grudges it was clear that Monza consituted a wonderful revenge over the factory team which had rejected him not many months before.

"It's true that I expected to be in the works team this year, because I knew that Vern Schuppan was due to be replaced. It would have been a nice reward for the work I've done for the factory in the past. The team is very well structured: Ickx is the world champion, Mass an enormously experienced German, and Derek Bell a fine Le Mans specialist like Jacky. Schuppan just happened to be there, and he wasn't putting in the sort of lap times which were expected. I thought that I would have fitted in perfectly, but unfortunately it didn't happen because Porsche took on Stefan Bellof instead. They had the choice of a 39 year old driver and a young superstar who'd risen from the ranks of German racing. They didn't hesitate, and I can understand why. I can even tell myself, on reflection, that they did me a good turn, because they have only a restricted programme of races this year. I probably wouldn't have been able to race with the Jöst team in the German championship, and I wouldn't have been allowed to do IMSA races in the USA. America is something completely new for me, you know: I'm like a kid with a new toy. I'd never had many chances of going there, and it's a wonderful change. Going to the same old circuits, racing against the same guys, you get a bit jaded. Over there it's all exciting and new, a big adventure. I'm hoping to persuade Jöst to make a real American effort next year. Still, that doesn't prevent me from being upset by the factory's decision not to take me on this year. It was a kick in the backside for me..."

In the circumstance it's not difficult to understand the feelings that were running through the normally imperturbable Wollek mind after the "Monza stunt." It was, furthermore, a stunt which he very nearly repeated at Silverstone.

If it happens, one day, that you run into the barrier of frostiness which the Man from Strasbourg chooses to throw around himself, then please be advised that it's only because you haven't had enough time to get to know him properly.

You should also know that you have to be careful: a man who is as demanding of himself as Bob is, by nature, is a demanding man when it comes to personal friendships. He's the sort of friend that you can afford, not under any circumstances, to disappoint... □



FORD P68/69

Forced to act by the power and awesomely high speeds being attained by contemporary sports-prototype racing cars, in 1967 the CSI (predecessor of FISA as motorsport's international governing body) placed an outright ban on the monsters being raced by Ford, Chaparral and Ferrari. Ford in particular was left in the cold: its once unbeatable Mk IV had suddenly become an outlaw. Under development at the time however, was the Formula 1 Ford engine, created by Cosworth this V8 was to give Ford an opportunity of starting again from scratch in sports car racing through its co-operation with the Alan Mann team.

Ford's recipe for winning endurance races was inspired by the success of ex-F1 racer Carroll Shelby, the Texan wizard who specialised in the installation of giant American engines in European chassis like the unsuspecting British AC, destined to achieve fame through Shelby as the Cobra. Ford's Mk IV prototypes, which had won Le Mans in 1966 and 1967, were propelled by 7-litre stock-block engines which breathed through a four-choke single-bodied carburetter. These engines, though heavy and relatively under-powered, produced a prodigious amount of torque.

This "thinking big" philosophy was knocked on the head by the CSI, which imposed an engine capacity limit of no more than 3-litres on outright prototypes, together with a concession which allowed constructors to use 5-litre engines provided that they were installed in a "production" run of at least 50 cars. In order to maintain a profile in endurance racing, Ford (USA) turned to Ford (Great Britain) the division of the company which had the most "European" attitude to racing and rallying. The British Ford management was instructed to recruit designers and engineers who would be able to build a good-handling chassis using a "small" engine with a higher horsepower/capacity ratio.

Finding a suitable engine presented no problems at all. In 1966 Ford had stepped in to help Cosworth with the development costs of the new DFV which had made a victorious debut at Zandvoort in 1967, as (literally) an integral part of Jim Clark's Lotus 49.

The compact racing V8 had all the necessary requirements: not only was Ford's name emblazoned on the cam box covers, but its capacity was spot on the CSI's new limit.

The design of a suitable chassis was entrusted to Len Bailey, an Englishman who had spent a short time at American Motors before switching to Ford at Dearborn. There he had worked on the road car programme which culminated in the Escort, Cortina and Mustang. Bailey's chassis experience had also been seen on the Ford Honker II, a huge open two-seater designed for the Can-Am racing. Ford brought the two men together again: Bailey for his theoretical knowledge, Mann to put it into metal.

When the Ford P68 appeared, the intrinsic conservatism of its engineering was concealed beneath a coupé body which combined simplicity of line with a racy, "touring" type of styling of undeniably aesthetic attraction. The chassis was straightforward, with a monocoque containing lateral fuel bag-tanks. The suspension was by wishbone, the gearbox a Hewland. The aerodynamics, however, were more interesting, having been developed in the RAF wind tunnel at Farnborough, where research suggested that it should be possible to design a body shape that dispensed altogether with the air dams and spoilers that had been scattered all over the earlier Ford sports-racing cars. It was a daring decision, because until that time nobody believed that it would be possible to keep such a short (13ft 9in), light (670 kilos) and powerful (400bhp) racing car pinned to the ground at the speeds of which it was capable.

Indeed, by the time the splendidly styled little Ford coupé made its first public appearance at Brands Hatch (round 3 of the 1968 endurance world championship), Bailey had already been obliged to make some compromises of aerodynamic theory. The smooth lines of the bodywork, now resplendent in red with gold stripes, culminated in a spoiler which was needed to give more downforce and provide more grip under acceleration.

Expecting the new Ford to be the logical descendant of the glorious MK II and Mk IV, drivers were virtually waiting in line to be invited to race it: Graham Hill, Jim Clark, Jack Brabham, Denis Hulme, Jochen Rindt, Bruce McLaren, Mike Spence and others had all been approached or had offered their services. With Clark committed to an F2 race that day Hockenheim (where he was fated to be killed), for Brands Hatch Mann decided to team McLaren with Spence and Hulme with Rindt. Only McLaren/Spence were in place at the start (where they had qualified in the middle of the front row), because the other entry broke its engine. By the time the race had been running for an hour, there were reasonable grounds for optimism. The Ford was lying 2nd and putting up a good fight against the Porsche 907/8 roadsters of Siffert/Herrmann and Mitter/Scarfiotti. Unfortunately, soon afterwards the transmission failed.

At the Nürburgring 1000 Kms there were two Fords in the entry, one for Richard Attwood/Frank Gardner, the other for Pedro Rodriguez/Chris Irwin. Once again, though, there was to be only one Ford starting the race. The talented Irwin, already making an F1 name for himself with BRM, was unfortunate to go off the road during practice at Flugplatz, alle-

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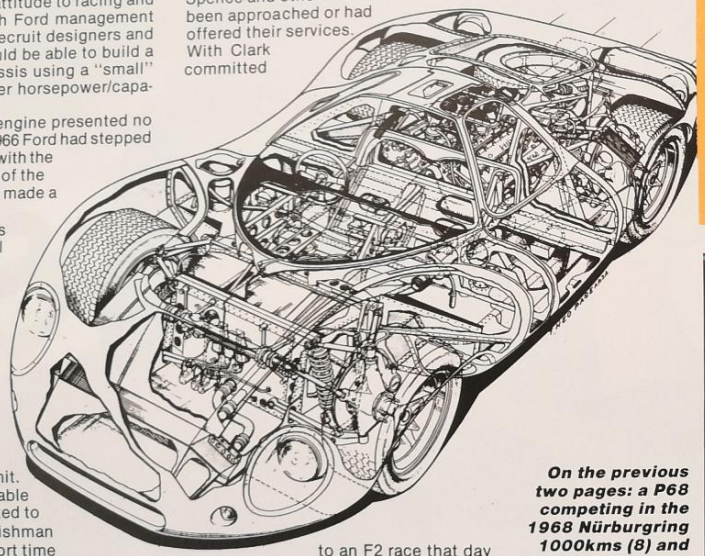
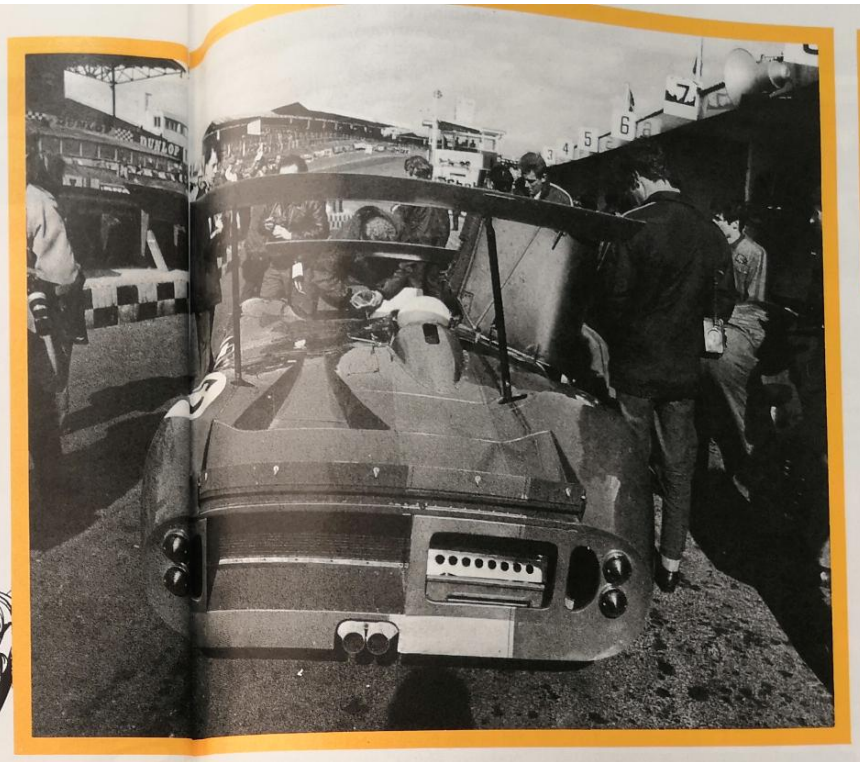
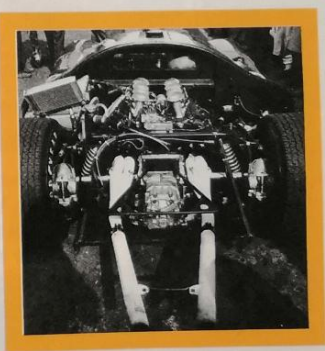
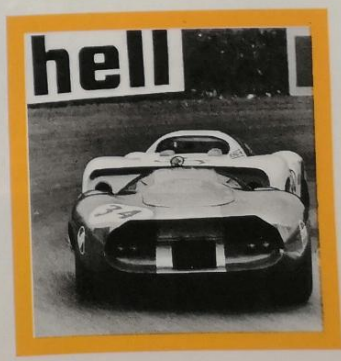
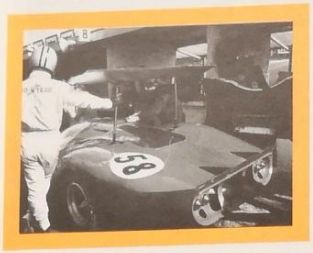








On the previous two pages: a P68 competing in the 1968 Nürburgring 1000kms (8) and the P69 during the 1969 Brands Hatch 1000kms (9). Opposite: cutaway drawing of the P68 in its original version plus a rear view of the P68 in its "Mk 2" form (34) showing the Ford-Cosworth DFV and the "add-on" rear spoiler. The front view shows the P68 in its "Mk 3" form (note the front air dam). The other pictures illustrate the P69. (photos: DPPI, drawing by Theo Page)



Denny Hulme in the "high wing" 1969 version of the P68 (58) during the Brands Hatch 1000kms, which also saw the debut of the P69 (57) with its interesting driver-adjustable front wing. The remaining photos illustrate the 1968 cars (see previous page). (photos : DPPI).

gedly the result of hitting a rabbit and the puncturing the critically-shaped nose-cone. Irwin survived, but severe head injuries put an end to the Londoner's racing career. After setting fifth fastest time in practice, the other Ford hit several problems before being forced ingloriously to retire with ignition failure.

Aerodynamically, Bailey's concept was already being compromised, for in addition to the rear spoiler the Ford had now acquired a chin spoiler at the front.

Two weeks later, the sole surviving P68 was at Spa-Francorchamps in Belgium for the 1000kms. Australia's Frank Gardner and Germany's Hubert Hahne took pole position with it at over 145mph, four seconds faster than the Ford GT40 of Ickx and Redman. All hopes of a win at last were literally drowned, for it was raining on Sunday and water on the ignition brought the engine to a watery halt on the very first lap.

The P68 wasn't brought out again until the end of the season. In a non-championship event at Silverstone, Gardner had been chasing the much more powerful Lola T70 Mark 3 of race winner Denny Hulme when he was eliminated by a broken camshaft, a common failing of early DFVs. With nothing much to show for the season, Mann and Bailey agreed on some major alterations for 1969. Influenced by developments on the F1 front, they did an aerodynamic *volte face* by switching from a policy of no downforce to the complete opposite. At the Brands Hatch Six Hours of 1969, the Denny Hulme/Masten Gregory P68 was fitted with an enormous rear wing. The pair qualified seventh, only to retire very soon after the start with no oil pressure. Mann's second car at this race was a new shape, the Ford P69, an open two-seater, 15 inches shorter than the P68, fitted with front and rear wings attached directly to the suspension uprights. An additional wing, adjustable for angle, was fitted at the front.

This new prototype, which Ford regarded as a racing laboratory, was more impressive than beautiful. Driven in practice by Brabham and Gardner, it did not get to the start because, yet again, its engine failed. By this stage Ford (Great Britain) was well aware that the ambitious project was unlikely to produce results: the P68 and P69 with their F1-based Cosworth Formula 1 engines would never be winners. To achieve anything they would need a much greater investment of cash and research facilities. The P69 never reappeared on the track, while the "winged" P68 ended its career at Silverstone, again in a non-championship race, when it flew off the road after Frank Gardner found a deep puddle during the warming-up lap.

Luck has rarely been so cruel as it was to be for Ford's racing efforts. But this long drawn out saga virtually repeated itself last year with the Ford C100 project in which, to begin with, Len Bailey was again involved. For 1983 the car was virtually redesigned and entrusted to Gordon Spice's private team at Silverstone, only to have its wings clipped by Ford before it got the chance to prove that it could live up to expectations. In making their decision to scrap the car, could it be that the Ford chiefs had recalled the set-backs of 1968 and 1969?

by Didier Braillon

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